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Kowloon	6.40	9.15	10.30	12.00	1.15	2.45	5.30	7.10
Yanmat...	6.50	9.24	10.39	12.09	1.24	2.54	5.39	7.19
Shatin	7.03	9.36	10.51	12.21	1.36	3.06	5.51	7.31
Taipei	7.16	9.49	11.04	12.34	1.49	3.19	6.04	7.44
Taipei Market	7.21	9.54	11.09	12.39	1.54	3.24	6.09	7.49
Fanning	7.31	10.03	11.18	12.48	2.03	3.33	6.18	7.58
Shungshui	7.36	10.07	11.22	12.52	2.07	3.37	6.23	8.03
Shumshui	7.43	10.13	11.28	12.58	2.13	3.43	6.29	8.09

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshui	7.51	10.21	11.36	13.06	2.21	3.51	6.36	8.16
Shungshui	7.56	10.26	11.41	13.11	2.26	3.56	6.41	8.21
Fanning	8.06	10.36	11.51	13.21	2.36	4.06	6.51	8.31
Taipei Market	8.11	10.41	11.56	13.26	2.41	4.11	6.56	8.36
Taipei	8.16	10.46	12.01	13.31	2.46	4.16	7.01	8.41
Shatin	8.29	10.59	12.14	13.44	2.59	4.29	7.14	8.54
Yanmat...	8.36	11.06	12.21	13.51	3.06	4.36	7.21	9.01
Kowloon	8.40	11.10	12.25	13.55	3.10	4.40	7.25	9.05

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumshui	8.12	10.38	11.40	13.00	2.20	3.50	6.30	8.10
Shungshui	8.19	10.45	11.47	13.07	2.27	3.57	6.37	8.17
Fanning	8.29	10.55	11.57	13.17	2.37	4.07	6.47	8.27
Taipei Market	8.34	10.60	12.02	13.22	2.42	4.12	6.52	8.32
Taipei	8.39	10.65	12.07	13.27	2.47	4.17	6.57	8.37
Shatin	8.51	11.17	12.19	13.39	2.59	4.29	7.09	8.49
Yanmat...	9.03	11.29	12.31	13.51	3.01	4.31	7.21	9.01
Kowloon	9.11	11.37	12.41	14.01	3.09	4.39	7.29	9.09

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.20	12.20	13.10	2.10	3.40	6.10	7.50
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KAY TONG PO, Chief Manager.
Hongkong, 16th February, 1925. [33]

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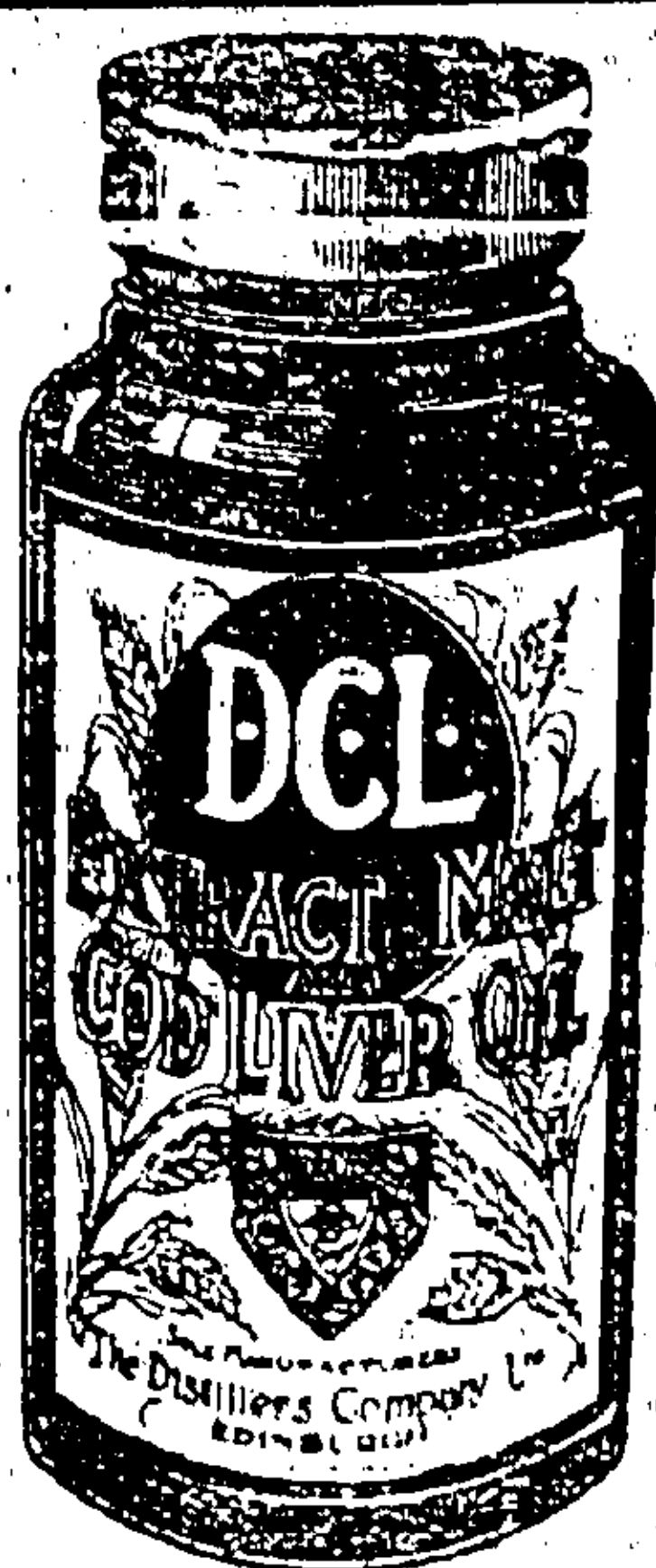
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LINKS WITH THE PAST.

A PROCESSION OF A THOUSAND CRICKETERS.

[BY IVAN SHARPE.]

Has any game ever caused the classes and the masses to mingle quite like cricket?

Lords and lackeys have battled and bowled through many a match, perhaps on the village green. True cricket, we picture to this day, to be on the rural mead—the squire on the one side, the parson on the other, and John Barleycorn in the umpire's coat.

So there is still a place for all in "Scores and Biographies." It has marched with the times. Volume XV. of the recognised standard work is a treasure house to those who cherish the game and like to look back. In its 437 pages great men of the game and of the Empire rub shoulders with humble folk who earned a niche in cricket's history.

Under Mr. Marborough, His Grace the 9th Duke of Devonshire, Richard John Spencer Churchill, P.C., K.G., a good free-hitting batsman, formerly Marquess of Rindfield; also, Martin James (son of "Ugly Buck"), a well-known local player of Stockbridge, and under-carter in his native village, who "came suddenly into note by obtaining all 20 wickets for Stockbridge against Abbott's Anne on the Common Down at Stockbridge on May 7th, 1883."

Under T. H. Threlkeld, Viscount (George Edward Mills), "a good and steady batsman" of Cambridge and Kent; Tapping, Mr. Thomas Keay—member of Mr. G. F. Vernon's Team, who visited India and Ceylon in 1889-90—who possessed a collection of postage-stamps valued at £50,000, "and this he bequeathed to the British Museum." Also, Thorpe, Stephen, of Tibshelf, a collier at his native place, but occasionally an average batsman and fast bowler for the county of the Peak.

SNACK FROM THE FEAST.

A thousand—or more—biographies of cricketers, with their test and fortunes in the field concisely displayed, seems almost a life's labour. There are facts and figures in abundance, but here are entertaining scraps—*something more*—from just ten of the thousand pen-pictures that are painted:

BARNES, Sydney Francis: For some years he was the best bowler in the world, and so good a judge as Mr. A. P. Steel expressed the opinion that he surpassed both Messrs. C. T. E. Turner and F. R. Sproffer. He could bowl on any wicket, fast or slow, wet or dry. For England, The Rest, at the Oval in 1919, he dismissed James Seymour; T. Hayward and J. Sharp, with consecutive balls, that feat prompting "Prebendary the Rev. Wilson Carlisle to preach on 'Barnes' Hat-Trick' at St. Mary-at-Hill, The Monument, E.C., on Sunday, May 12th.

BONNOR, Mr. George John: Height 5ft. 6in., and weight, 16st., being a powerfully-built man and known as "The Colonial Hercules" and "The Australian Giant." As a hard hitter he was excelled only by Mr. C. I. Thornton. Whilst at practice on Mitcham Green in 1880 he hit a ball 147 yards to the pitch. During his voyage to England in 1882 a bet of £5 was made that he would throw a ball 100 yards the day after his arrival. He exceeded the distance by four yards.

CHALLEN, Mr. John Bonamy: A fine, free-hitting batsman of Somerset. He kicked the first two goals ever obtained at Queen's Club for Corinthians. Oxford, and also took part in the last football match played at Kennington Oval.

DAVIDSON, George: In the match with Essex at Leyton (for Derbyshire in 1869) he bowled at one period for 65 minutes whilst only one run was obtained off him.

JESSOP'S "RUSTIC CRICKET."

DEACON, Mr. William Barclay: From 1862 till 1907 he was the Honorary Secretary of the "Derbyshire County Club." No club ever had a better officer. He was always willing, no matter at what personal disadvantage, to do everything possible for the side, and, when necessary, would play and captain the eleven. He would, too, often accompany the team in their out matches and keep the score.

HUISS, Frederick Henry: For several years one of the best wicket keepers in England. He had a curious experience whilst playing (for Kent) against the Australians at Canterbury in 1902. Mr. R. A. Duff played a ball from Mr. W. M. Bradley almost on to his wicket, and Huiss, standing back to the last bowler and not having time to pick up the ball, tried to kick it on to the stumps; the ball missed the nearer wicket, but luckily hit the further one before Mr. Duff could make good his ground at that end.

JESSOP, Mr. Gilbert Laird: "The human catapult." In his early days of first class cricket he was almost unanimously condemned. The self-same critics, as soon as he began to obtain runs by the hundred, spoke in high praise of the style they had been so ready to belittle. Mr. Jessop, speaking on this matter, humorously remarked: "My running-out to Mold was condemned in those days as 'rustic cricket' by a good few of the people who now-a-days talk of the same method as good forcing tactics."

A TIE-AND-TRUMPER.

RICE, Mr. Reginald William: (Of Oxford University, Gloucestershire, and Bedfordshire). At Bury St. Edmunds on August 9th and 10th, 1909, he took part

(Continued on next Column).

HONGKONG STOCK EXCHANGE.

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in the tie-match between Suffolk and Bedfordshire. The last three wickets fell with the game a tie. Mr. Rice, who was indisposed, was the last player and was hurriedly sent for at his hotel; he was obliged to bat in his everyday attire, and had no chance of making the winning hit.

Box, Mr. William Nicholas: (Of Cambridge University and Somerset). At Cambridge on July 12th and 13th, 1872 he contributed 415 not out—then the largest innings ever played. Mr. Rice always counted his runs as he made them, and he did so on this historic occasion, when he was rather annoyed because Mr. C. H. Alcock, whilst keeping the score, credited him with one run less than he had actually made.

TRUMPER, Mr. Victor Thomas: He always seemed to divine far quicker than most men the best way in which a ball should be played. At times it was used as a field for him. The *best ideal* of a cricketer, alike in build, temperament, and skill.

"He just takes his bat, and thin, wid one apologetic cough.
Sets to work to play the devil wid the bowlin.—GUY EXEN.

MR. ASHLEY-COOPER'S GREAT WORK.

Nine hundred and ninety more English, Australian, South African and American cricketers march in procession through this review, for the publication of which the M.C.C. have borne the cost. It is, of course, a continuation of Frederick Lillywhite's imperishable Scores and Biographies from 1778 to 1884, and carries on the work from 1879 to 1898, a period rich in cricket history.

For its compilation, however, cricket has to thank the late Mr. Arthur Haygarth and that tireless historian Mr. F. S. Ashley-Cooper, who explains that all the biographies of Mr. Haygarth have been entirely rewritten. More, all have been arranged in alphabetical order, and intermingled in an index of all the biographies given in Volumes 1 to 14. One thing only remains: the provision of an index of the matches in Vols. 1 to 14 would round off a wonderful record of the game.

Cricket already owed much to Mr. Ashley-Cooper. The completion of this great work ensures for him for all time a high and honoured place in the game to which he is so devoted.

M.C.C. Cricket Scores and Biographies Vol. XV. (based on notes by the late Arthur Haygarth to the end of 1898, and the records brought to date by F. S. Ashley-Cooper). Longmans & Co., 39, Paternoster-row, E.C.4. 21s. net.

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BRITISH ARMY PAY.

LOWER RATES FOR ENTRANTS.
REDUCTIONS FOR OFFICERS AND MEN.

Following revision of the rates in the Royal Navy and the Royal Air Force, the War Office last month announced reductions in the scales of pay for new entrants to the Army.

The reductions refer to all grades of the service. In the case of officers holding commissions as captains or of lower rank, the "cuts" in the daily pay range from two to three shillings. For privates pay on enlistment will now be 2s. a day instead of the 2s. 9d. paid formerly. The reductions affect entrants to the Army from October 28th last.

COMMISSIONED RANKS.

THE RATES COMPARED.

Following is the official announcement: The full pay and half-pay to be granted to officers commissioned to the Regular Army on or after October 28th, 1923, while serving in certain arms in the ranks of second lieutenant, lieutenant, and captain, or in staff or graded appointments in or appropriate to these ranks, will be at rates lower than those at present in force. Full details of the revised rates will be published in due course in Army Orders.

The present normal rates of full pay, as laid down in the Pay Warrant of 1922, and the new normal rates of full pay for officers commissioned on or after October 28th are as follows:—

	Present.	New.
Captain	£1. 3. 8	£1. 1. 0
Lieutenant	16.0	13.0
Lieutenant after seven years' commissioned service	18.0	16.0
Second Lieutenant	12.0	11.0
Second Lieutenant after two years' commissioned service	16.0	13.0

These new normal rates will be subject as from October 28th, 1923, to the deduction of 5 per cent., which was made as from July 1st, 1924, and will further be subject to revision in respect of subsequent variation in the cost of living, in the same manner and to the same extent as the rates introduced from July 1st, 1919. The current daily rates of full pay (i.e., the normal rates, less the deduction of 5 per cent.) for officers commissioned on or after October 28th will accordingly be as follows: Captain, 19s. 10d.; lieutenant, 12s. 4d.; lieutenant after seven years' service, 15s. 2d.; second lieutenant, 10s. 4d.; second lieutenant after three years' commissioned service, 12s. 4d. Promotion from second lieutenant to lieutenant, at present granted after two years' service, will not be granted in the case of officers commissioned on or after October 28th, 1923, until after three years' commissioned service; and officers commissioned to the Royal Tank Corps or transferred thereto on or after the same date will not be eligible to qualify for corps pay.

OTHER RANKS.

New rates of pay and proficiency pay of soldiers in ranks below warrant officer, Class II, enlisted or re-enlisted on or after October 28th, are also announced. The new normal rate for a private on enlistment will be 2s. a day (instead of the present rate of 2s. 9d.), with an increment of 6d. a day after three years' service, if efficient. Other normal rates will be: Boys 1s. a day, boy bandmen 1s. 2d., lance-corporals 3s. 3d., corporals 4s., lance-sergeants 4s. 9d., sergeants 5s., company quartermaster-sergeants 8s. The new normal rates for warrant officers, 1st and 2nd, which will be higher than the rates named, remain to be promulgated.

Proficiency pay for soldiers below the rank of sergeant drawing normal rates will be 3d. a day on completion of recruits' training, for educational proficiency, and 3d. a day after one year's service, for military proficiency.

Tradesmen's rates will vary from 2s. 3d. a day for a sapper, signaller, or private, to 9s. 9d. a day for a troop, company, or squadron quartermaster-sergeant. Apprentice tradesmen will receive, as a day for the first and second years from the date of enlistment, and 1s. 2d. a day for the third year. Soldiers already serving prior to October 28th, 1923, will not be affected by the revised rates, either during their current engagements or during any period for which they may extend their service or re-engage or continue in the Service beyond twenty-one years.

The detailed new normal rates for soldiers are as follow:—

Squadron quartermaster-corporal (Household Cavalry), squadron, battery, or company quartermaster-sergeant, colour-sergeant, or staff-sergeant	8. 0
Sergeant cook or cook-corporal of horse (Household Cavalry)	6. 0

(Continued on next column.)

POPULATION OF AMERICAN CITIES.

The United States Census Bureau calculations of city populations as of July 1st this year, covering a large part of the United States, were made public last month by the Department of Commerce. With New York omitted, Chicago, with a total of 2,993,299, was the largest city listed. The other cities in order are: between 300,000 and a half million included:—

Philadelphia	1,979,384
Detroit	1,242,041
Cleveland	936,483
St. Louis	821,543
Boston	781,529
Baltimore	766,296
Pittsburgh	631,563
San Francisco	557,530
Buffalo	538,081
Milwaukee	509,192

Cities shown to have populations between 300,000 and half a million included:—

Wash'g'n, D. C.	497,908
Newark	452,513
Minneapolis	432,435
New Orleans	414,493
Cincinnati	409,233
Kansas City	367,431
Indianapolis	358,819
Rochester	316,758
Jersey City	315,290

Above 200,000 the bureau also placed these cities:—

Toledo	287,980
Portland, Ore.	282,383
Denver	280,911
Columbus	279,838
Providence	267,018
Louisville	259,259
Oakland	253,700
St. Paul	246,001
Omaha	211,788
Birmingham	205,670
New Jersey estimates released were as follows:—	
Asbury Park	13,674
Atlantic City	33,257
Bayonne	86,797
Belleville	18,927
Blountfield	25,955
Bridgeton	14,587
Camden	123,642
Carteret Boro'h	4,027
Clifton	23,742
East Orange	59,967
Englewood	12,500
Garfield	24,574
Gloucester	13,692
Hackensack	10,715
Harrison	16,414
Hoboken (as of January 1st, 1920)	68,160
Irvine	23,186
Kearny	31,291
Long Branch	13,646
Millville	15,960
Montclair	22,922
Morristown	12,570
New Brunswick	37,384
Orange	35,379
Passaic	68,978
Plainfield	31,748
Rahway	12,007
Summit	11,832
Trenton	122,059
Union City	33,117
West N. Y.	32,187
West Orange	18,174

Sergeant, corporal-of-horse (Household Cavalry), corporal-of-horse-trumpeter, sergeant-trumpeter, sergeant-drummer, sergeant-piper or sergeant-bugler, sergeant of the band, Royal Artillery, 6 0
Lance-sergeant, 1st corporal of the band, Royal Artillery, 4 9
Corporal or bombardier, 2nd corporal of the band, Royal Artillery, 4 0
Lance-corporal or lance-bombardier, 3 3
Trooper, gunner, sapper, signaller, driver, private, and (except in the case of boys) bugler, bandman, kettle-drummer, trumpeter, piper, drummer, or musician, Royal Artillery, 2 0
Ditto, after three years' service as above, 2 6
Boy appointed bugler, bandman, kettle-drummer, trumpeter, piper, or drummer while holding such appointment, and until he attains the age of 18 years, 1 2
Other boys until they attain the age of 18 years, 1 0

The increment in the pay of privates and equivalent ranks after three years will be subject to such standards of both educational and military efficiency as may be laid down by the Army Council for proficiency pay. Proficiency pay will be at the rate of 3d. a day, on completion of the recruit's course of training, for educational proficiency, and 3d. a day, after one year's service, for military proficiency, subject to the conditions laid down in the schedule attached to the warrant. Corresponding alterations will be made in emoluments of the Royal Malta Artillery, the West India Regiment, and the permanent staff of the King's Own Malta Regiment. The new rates of pay, so far as they are applicable, will also be applied to officers and other ranks of the Supplementary Reserve and Territorial Army commissioned or enlisted on or after October 28th, 1923.

MELBA.

MEMORIES OF A HAPPY LIFE.

Melba has had an unusually happy life. She was born into a family neither rich nor poor (though her father became rich later and left half-a-million). She married a man of her own choosing, and, when she found he wasn't what she thought, she left him and never went back.

Then she determined to make use of her voice, and, after a short period of difficulty, she became famous in a night, and has been famous ever since.

But it is not fame which has made her happy. It is her cheerful temperament, in which there seems to be much of her native Australian sunshine. It is her genius for friendship and her knack of seeing the humour of life.

NO NEED TO SKIP!

With all this goes a charming simplicity—so charming that even her naive wonderment at Royal persons being even passably human has something attractive about it. The mixture of these best qualities has helped her to produce the best volume of reminiscences which has appeared for a long time. No need to "skip" here. Every page offers entertainment; not one can be missed.

Of course, when Melba's first triumphs came in 1887 many claimed to have predicted them. But of all those whom she approached, only one, her teacher, Mme. Mathilde Marchesi, could make that claim justly. Sir Arthur Sullivan failed altogether to recognize the wonderful quality of her voice. He said, wearily, that it was "all right," and perhaps in a year she could have "a small part in 'The Mikado'." In a little more than a year she had the foremost parts at European operahouses.

One piece of "luck" she had over her first appearance in Brussels. She had been engaged by Strakosch, the famous impresario, on a ten-years' contract. She wanted him to let her sing at Brussels. He refused. She said she would sing there. He sent her a law-paper. Then, just before the date fixed for her appearance, he died. She sang, and next morning she was a celebrity.

A BOWL OF PUNCH.

Through her book pass a great many other celebrities; she has something interesting to tell about every one. Here is a characteristic little description by Ellen Terry of a misadventure which happened to her:—

"It happened when I was in Dublin with Henry Irving. He had come to my dressing-room at the theatre, and said: 'Nell, will you come to supper with some friends of mine, if you are not too tired?'"

"So out we went. It was a terrible night, Nellie, with the snow on the ground, and one of those piercing Dublin winds, you know."

"She shivered at the memory of it."

"When we got in," she added, "His Nibs said to me, 'You're shivering.' 'No, I'm not,' I said. 'Oh, yes, you are,' he insisted (you see, Nellie, he was very strong-minded), and he began to make a bowl of punch. So many things he put into it—brandy, and hot rum, and sugar, and slices of lemon. 'Drink this,' he said, so, of course, I drank it. It was really rather nice, and I said, 'D'you know I like that! I think I'll have another glass.' But I got my way, because I can be strong-minded, too. Then I began to feel delicious warm and comfortable, and not in the least afraid of the snow or the Dublin winds, or even of His Nibs. We went downstairs, opened the front door, and then—the pavement hit my face."

When I had recovered from this story, she added, reflectively: "That's what they call being 'tipsy.' Parts of it are lovely."

And here is an anecdote equally characteristic of Saint-Saens, the great composer ("Samson and Delilah"):

"One evening, when we were going out to a party together, I arranged to call for him at his house, and punctually at a quarter to eight I arrived in my carriage to bear him to our destination. Saint-Saens appeared a little grumpy at having to go, for he did not much care for parties, got into the carriage, folded his arms, and relapsed into silence."

Suddenly, he cried: 'Stop! I must return at once!'"

"What is it?" I asked. 'We can't go back now. We shall be late.'"

"However, he insisted, so we went back. He entered the house again, and returned a few minutes later, putting a white object in his pocket as he got into the carriage."

"What had you forgotten?" I said.

"My toothbrush," he replied, gravely.

"Your what?"

"Saint Saens shrugged his shoulders."

"I have no key. I find, from long practice, that my toothbrush opens the door. So I always carry it with me!"

CECIL RHODES' APOLOGY.

There were very few people who did not make friends with Melba very quickly. Cecil Rhodes was one. At a dinner party he sat next to her and said nothing.

I became so bored that I gave him up as a bad job and turned to my neighbour.

Suddenly, without any warning, a deep voice thundered in my ear. It was Cecil Rhodes, waking up from his reverie.

"Madam Melba, which is it that appeals to you most, the art or the applause?"

"How dare you ask me such a question?" I said. The question, in any case, would have struck me as odd, but coming, as it did, after this long silence it was positively extraordinary.

(Continued on next column.)

CHINA'S PROPOSED "LUXURY" TAX.

VIEWS OF JAPANESE MERCHANTS.

At an extraordinary meeting the standing committee of the National Chambers of Commerce of Japan recently adopted a resolution opposing the adoption of the Luxury Tariff as proposed by the Chinese delegate in the present Peking Customs Conference.

It is pointed out that the list, as prepared by the Chinese officials containing fifteen items on which an impost of 20 per cent. is proposed under the head of Luxury Duties, includes several articles which should properly be classified as necessities, and that the adoption of such schedule at the conference will do much harm to the industry and trade of Japan, while consumers in China will be victimized.

With the exception of high class toilet soap, high class porcelain, watches with platinum cases, etc., shark's or whale's fins, the majority of the fifteen articles enumerated by the Chinese delegates are properly daily necessities.

The list of so called luxuries as proposed by China and the value of those exports into that country from Japan during last year are as follows (in Haikwan taels):—

Sugar candy 648,003; refined sugar 17,470,754; granulated sugar 916,002; brown sugar 703,113; glass 155,031; glass ware 339,374; rubber goods including tires, 1,037,470; soap and materials for soap 1,715,844; porcelain and earthenware 1,041,844; handbags including silk, 2,555,220; umbrellas 1,035,526; silk textiles 141,963; artificial silk fabrics or fabrics containing "it" 61,502; silk and cotton mixed tissues 1,656,215; woolen blanket 150,978; woolen and worsted fabrics 178,813; fabrics of miscellaneous animal fibres 143,985; paper 4,488,722; electrical appliances 2,170,844; photographic instruments 272,309; watches 560,078; high class beverages including beer 449,451 and toys 833,373.

"He partly turned away, and I could hear him mumbling to himself. 'I was wrong, yes, I was wrong.' I did not attempt to ask him in what way he was wrong. Although I was intensely interested to see what he would say next, I was determined not to give him any encouragement."

"Then he turned to me quickly, and with his hand up to his mouth, said in a loud whisper, 'I apologise. After all, it's the power that we like—the power.'"

And there was a light of domination in his eyes."

Of the fantastic and extravagant luxury which came into fashion under King Edward Melba has much to say. Society seemed to her in 1903 like "an immense week-end party in which everybody was intent on getting the most out of life"—the most of excitement and material pleasure, that is. Hosts spent "25,000 or even 50,000 on a single party," as much as "25,000 on flowers; would indulge in fantastic tricks such as putting a pearl in each soup plate."

A FINE ACTION.

From this sort of thing, which Melba never cared for, it is a relief to turn to her modest, amusing account of the way she saved an audience from a panic in San Francisco.

"I was just going on for the Mad Scene in 'Lucia,' when suddenly I saw a long flame burst through one of the gallery windows as quickly as the thrust of a knife. There was a scream of 'Fire!'—a scuffle, and for a moment it seemed that there might be a panic. I looked up at the boxes. The occupants, women as well as men, were sitting there, quite calmly and quietly, without any attempt to move. I breathed a silent prayer of thanks to them, for their example had communicated itself to the audience."

"I stepped forward, moved by a sudden impulse. 'Please,' I said, 'please! I cried, 'go out quietly. There is no danger. I am afraid I was telling a lie, because there was danger. However, the lie was in a good cause."

"Then I noticed a figure hastily endeavouring to scramble up out of the orchestra on to the stage. It proved to be Bimboni, the chef d'orchestre. I was so furious with him that I said sharply: 'Stay where you are, Bimboni.' And as he continued to climb up, I leant forward and gave him a resounding crack on the head. I shall never forget the indignant expression on his face, as he sank back on to his seat."

"Well, that theatre was burnt to the ground, and the total damage to human life was exactly one sprained ankle and one lost coat. I always think that is a wonderful tribute to American discipline."

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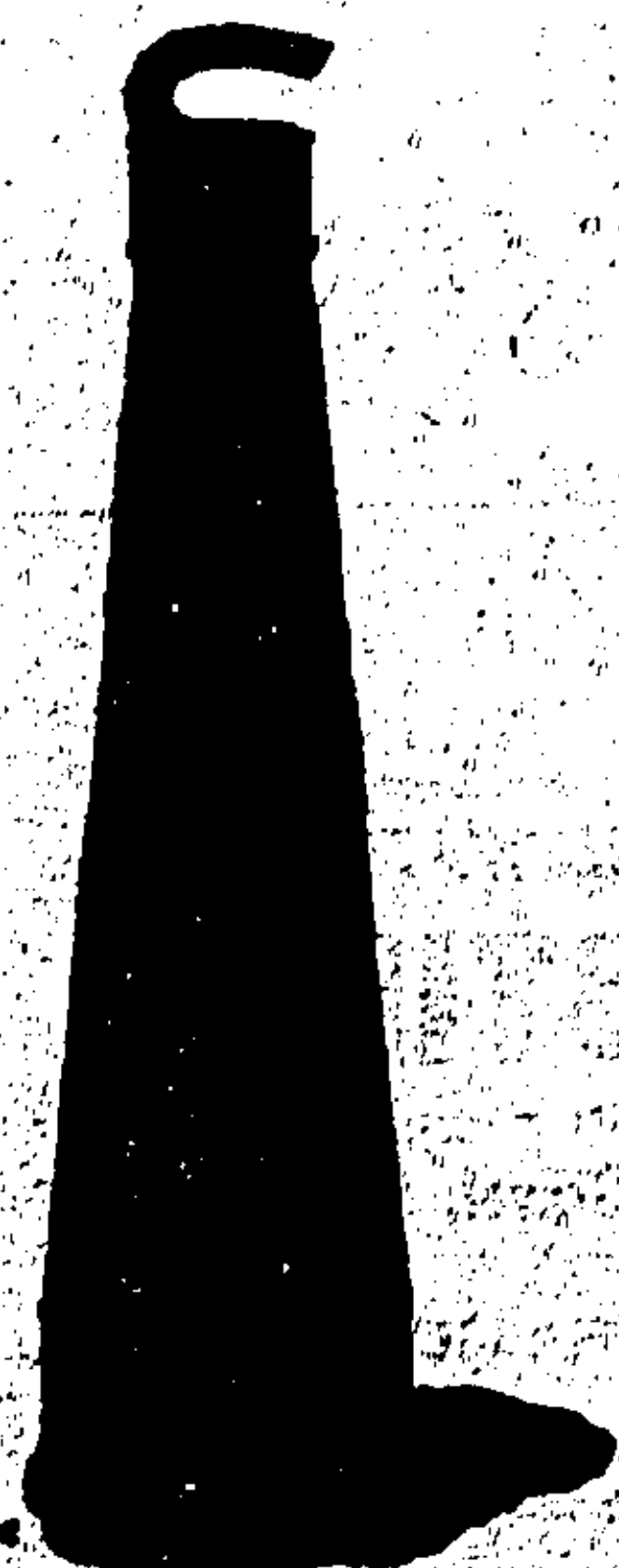
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FOOTBALL.

TO-DAY'S FIXTURES.

The following games are down for decision to-day:—

LAI WAH CUP COMPETITION.

Royal Navy v. South China, Hongkong Club ground. Kick-off at 4.15 p.m. Referee: Mr. F. Smith. Linemen: Messrs. Smith, R.A., and Fernyough, R.M.

Teams:—
Royal Navy.—Wavish (Tamar); Wright (Hawkins) and Grindell (Submarines); Brockman (Durban); Hudson (Carlisle); and Hingston (Durban); Uppington, Hyde (Hawkins), Goodlett (Ambrose), Smith and Stenton (Hawkins).
South China.—Lau Hing Cheung, Ng Kam Chuen and Chan, So; Leung Yik Tong, Wong Shiu Wa and Lam Yung Ying; Pang Kam Wing, Suen Kam Shun, Wong Pak Chong, Leung Wing Tak and Chan Kwong Lu.

HONGKONG LEAGUE.

Division II. "A."

Kick-off at 2.45 p.m.

East Surrey's Drums v. Hongkong Club Reserves, South China ground. Referee: Mr. Lenoire.

St. Joseph's v. Kowloon Reserves, Navy "B" ground. Referee: Mr. Austen.

Division II. "B."

Kick-off at 2.45 p.m.

East Surrey's Drums Res. v. South China, "C," Hongkong Club ground. Referee: Mr. Smyth.

Moslem Club "B" v. St. Joseph's Reserves, St. Joseph's ground. Referee: Mr. Davies.

Kick-off at 4.15 p.m.

South "B" v. St. Joseph's Boarders, Sookunpoo "B" ground. Referee: Mr. Fernie.

The league games have been reduced from thirteen to five this week in view of the semi-final of the Lai Wah Cup being played. There are no senior league games or in the "A" section of the junior league. The most important match on the list—East Surrey's Reserves v. South China "A"—has been postponed. In the "B" section, the following matches have also been postponed: University v. South China "C" and Moslem Club "A" v. Kowloon "B."

To-day the Lai Wah Cup competition opens, the Navy meeting South China on the Club ground. The Navy have a good number of ships to pick from just now and South China will have their work cut out to win. South China tried out Lai Yik Tat in mid-week against the Practice, but he is decidedly out of practice. Hudson, who played against Shanghai three seasons ago, is back on the station and he will be out in the Navy side to-day. The holders of the Lai Wah Cup are the "Civilians."

In the League games, the Club Reserves will meet the East Surrey's Drums on the South China ground. The Drums won the first game between these teams this season by the large margin of nine goals to one. The Drums are not playing their usual game just now, but it would not come as a surprise should be Club Reserves secure their first point to-day.

Kowloon are bringing over a strong side to oppose St. Joseph's on the Navy ground. The College is also fielding a strong side and hope to reverse the result of the first game this season when they lost to Kowloon by five clear goals.

The South China "C" team will play the Surrey's Drums Reserves on the H.K.F.C. ground. The "C" team heads the junior section of the league and they are expected to maintain their unbeaten record to-day.

St. Joseph's Reserves and South China "B" should win against the Moslem Club "B" and St. Joseph's Boarders respectively.

KOWLOON F.C. v. H.M.S. "HERMES."

It'd be played to-day (Saturday) on the Kowloon ground. Kick-off 4.15. Kowloon F.C.—Vickers; Wheeler and McKelvie (capt.); Turner, Sims and Duncan; Taylor, Morrison, Linaker, Mason and Hayes.

"MONTAGUE-BATES" CUP FINAL.
As the Battalion teams have no fixtures in the Hongkong League, it has been decided to play the final for the "Montague-Bates" Cup on the Murray Barracks ground at 4 p.m. to-day.

GARRISON FOOTBALL.

A charity football match, the Army v. the Navy, in aid of the dependants of the late crew of H.M. Submarine M1 and the late S.S.M. L. Gager, R.A.S.C., will be played at Sookunpoo on Wednesday, December 2nd, kick-off at 4 p.m. The Band of the 1st Bn., East Surrey Regt., by kind permission of Lieut-Col. F. S. Montague Bates, O.B., C.M.G., D.S.O., and the Officers of the 1st Bn., East Surrey Regt., will play from 3.45 p.m. and during half-time.

HOCKEY.

THE "SIM" SHIELD.

In connection with the competition for the "Sim" Shield, the Hongkong Hockey Club have the following fixtures arranged in addition to the one next Wednesday, when they play against the Army at the U.S.R.C. ground in the first match of the series.—December 9th v. Navy, January 13th v. Navy, March 3rd v. Army.

CRICKET.

TO-DAY'S FIXTURE LIST.

To-day's programme of cricket is as under, all the matches starting at two o'clock, except the friendly game on H.K.C.C. ground, which is timed for 1.15:—

LEAGUE I.

Chinese R.C. v. Kowloon C.C. 1st XI. on the C.C.C. ground.

Indian R.C. 1st XI. v. Royal Navy 1st XI. on the I.R.C. ground.

LEAGUE II.

Kowloon C.C. 2nd XI. v. Police R.C. on the C.C.C. ground.

Craigengower C.C. v. Hongkong C.C. 2nd XI. on the C.C.C. ground.

H.M.S. Hawkins v. Indian R.C. 2nd XI. on the Navy ground.

K.C.C. JUST DEFEAT THE NAVY.
After an interesting all day match at Kowloon on Thursday, the Kowloon Cricket Club just managed to gain the victory at the expense of the Navy by five runs.

Scores:—
KOWLOON C.C.

A. W. Ramsay, v. Beatty, b. Cantrell	34
J. C. Lyle, c. and b. Halsey	50
B. D. Evans, b. Halsey	7
Capt. E. W. Morris, c. Hunot, b. Halsey	16
Major A. Pollard, b. Halsey	9
Capt. R. H. Walters, b. Bennett	22
F. W. Howell, b. Bennett	3
Lieut. H. Smith, c. Dickens, b. Halsey	3
C. Jones, c. Bennett, b. Halsey	14
Capt. C. J. Bensley, not out	2
R. J. P. Masters, b. Halsey	0
Extras	27
Total	157

Bowling Analysis.			
	O.	M.	R.
Cantrell	11	4	38
Beatty	5	1	11
Hunot	4	0	20
Halsey	4	2	58
Bennett	6	2	15

ROYAL NAVY.			
	O.	M.	R.
Lieut. Hussey, lb.w., b. Lyle	5		
Lieut. Abelson, c. Howell, b. Jones	8		
Lieut. Nicholson, b. Jones	5		
Lieut. Salitoe, b. Jones	0		
Lieut. Halsey, b. Lyle	53		
Surg.-Lieut. Comdr. Hanot, c. Jones, b. Evans	9		
Capt. Lake, b. Lyle	35		
Eng.-Lieut. Bennett, c. Jones, b. Morris	18		
Lieut.-Col. Cantrell, b. Jones	15		
Mid. Dickens, lb.w., b. Lyle	1		
Lieut. Beatty, not out	0		
Extras	6		
Total	152		

Bowling Analysis.			
	O.	M.	R.
Jones	12	3	53
Lyle	14	3	25
Evans	6	1	35
Morris	6	1	19
Masters	2	0	13

LAWN BOWLS. TAIKOO CLUB "AT HOME" TO-DAY.

Taikoo Recreation Club lawn bowls "At Home" will take place to-day at 3 p.m. at Quarry Bay, when Taikoo Dock will play Kowloon Dock, and the Taikoo Sugar Refinery will oppose the China Sugar Refinery. Prizes won during the season will be presented at the close of the games.

GOLF AT FANLING.
The only golf competition at Fanling this week-end is the St. John of Jerusalem and Red Cross trophy, which is played for during the whole of November.

BOXING. FRENCH FLYWEIGHT COMING.

On the arrival of the French gunboat Jules Michelet, which is due here very shortly, Hongkong boxing fans might have an opportunity of seeing Maegelin, the French flyweight, in action. He has a very fine record, and will meet any boxer up to 121 lbs.

NOVICES TOURNAMENT.

Up to the present 124 entries have been received for the Novices Boxing Tournament organised by the Hongkong Boxing Association, and in all about 150 entries are expected. The preliminaries will be fought at the Murray Barracks opening on November 30th and December 1st, and the finals at the Theatre Royal on December 7th.

WEATHER REPORT.

Last night's weather forecast and remarks by the Royal Observatory, Hongkong, stated:—
"A moderate anticyclone remains unchanged over China. Fresh monsoon may be expected along the South-east Coast of China and over the North China Sea. Local forecast: N.E. winds, fresh, fine."

Hongkong Weekly Press.

THERE SEEMS TO BE A BETTER PROSPECT NOW OF A SETTLEMENT OF THE MIS-UNDERSTANDINGS BETWEEN HONGKONG AND CANTON.

THE "HONGKONG WEEKLY PRESS," Published To-day, gives a review of the various steps which have been taken recently with the object of improving the position.

The visit of the Canton delegates is recorded and detailed accounts given of their meetings with the Hongkong merchants. Then follows the appointment of the Government Committee to confer with a Committee to be appointed by the Canton Authorities.

The interesting interview with Dr. C. C. Wu, published in the Daily Press of Wednesday and Thursday, is also given in full.

See that Copies are sent to friends at Home. They will take the place of many letters.

28 Pages—Price 30 Cents.

[On Sale by all Regular Newsboys.]

THEOSOPHICAL SOCIETY.

LECTURE ON EDUCATIONAL METHODS IN AMERICA.

Miss Flora Menzel, President of the Milwaukee Lodge, The Theosophical Society, and a teacher in the elementary public schools of Milwaukee, Wisconsin, delivered a lecture on "New Ideals in Education" at the Hongkong Lodge of the Theosophical Society on Wednesday. She told of the extensive research work being carried on in the United States which is bringing about radical changes in educational ideals, methods of educational procedure, attitudes towards the child, the school and the curriculum. "This is one of the most hopeful signs of the times," she said, "this vital interest in the education of the rising generation, for the children of to-day will be the citizens of to-morrow who will shape the destinies of the nations."

The Theosophical idea that the soul of the child has lived before in other bodies and comes into this life equipped with faculties and abilities that he has developed in previous lives, is paralleled by the theory that because of different hereditary influences children come into the world with widely varying capacities. These individual differences should be taken into account in education and all children should not be put through the same routine and procedure, but the type of education should be fitted to the needs and capacities of each individual. The centre of emphasis has shifted in the last ten years from the subject matter to the child. The school period of the child should be looked upon as life here and now—not as a mere preparation for life. The child should be taught to be a good citizen of his own little community now—not merely prepared to be a good citizen at some remote future time.

Schoolroom activities should be based on the natural spontaneous interests of the child. His inner urge, not the formal text book prepared by some one who has no sympathetic contact with child life, should form the basis of the school curriculum. The teacher, instead of being the task master, should act as aid, inspirer, and encourager when difficulties arise and lead the child into ever greater and wider interests and activities. The by-products of learning—the attitudes that are unconsciously developed, while the educational process is going on—are often more important than the immediate learning itself. Out of attitudes and ideals, character is built and the building of character should be the primary consideration of the school. For instance, if we really earnestly desire to bring about universal peace we must hold up the heroes of peace, the great benefactors of humanity, not only of one nation but of all nations as ideals to our children. Thus will we breed tolerance, understanding and sympathy without which no enduring peace is possible.

She deplored the fact that the intellectual training is stressed at the expense of the physical, emotional and spiritual. The training of the emotions is a field of education that is almost wholly unexplored and that holds marvellous possibilities for character development. The (Continued on next Column).

SHIP FOUNDERS OFF FORMOSA.

CREW PICKED UP BY JAPANESE STEAMER.

A Manila paper states that the steamer *Dan Jose*, with 2,600 tons of coal from Japan, sunk after grounding off the coast of Keelung, northern Formosa, on November 18th, according to cablegrams received by its owners, Madrigal and Company, from Captain J. A. Parcon and their agents.

The crew of about 40 is safe, the dispatches state, but all hope of salvaging either ship or cargo has been abandoned. The coal cargo is understood to be insured for P.10,000 and the ship for a much larger sum.

The *Dan Jose* was built in 1879 by Caird and Company at Greenock. It is 1,902 tons gross and 1,308 tons net weight. It left Manila on September 21st, bound for Saigon, and has since been plying on China and Japan coasts.

The cablegrams received by Madrigal and Company follow:—

"*Dan Jose*, according to reports received from S. S. Izuma Maru, sunk early this morning (November 18th) leaving head of fore-peak, bottom of No. 1 hatch, stern-frame, sole-piece, rudder badly broken. Cargo and ship less hope of salvage (sic) due to unfavourable position of ship and the weather. All crew arrived safely here (Keelung).—Agents."

"*Dan Jose* stranded on account of fog at about 3.30 p.m. to-day, near Biokaku light house, 15 miles east from Keelung, 300 km (1,900 ft.) west from bench, most dangerous place with high waves at all times; all crew safe; at present, some of them landed. Salvage being urgently wanted by the ship; under the circumstances will send *Admiral Maru* early morning November 18th.—Agents."

From Captain Parcon: "We got stranded yesterday afternoon at 3.45 near the light-house off Biokaku owing to dense fog and current. Steamer, after 19 hours, became completely submerged. Bodegas, machinery department and boilers under water. Owing to situation, I consider it complete loss."

use of intelligence tests, which received its first impetus during the war, as a means of determining a child's inherent mental capacity, was recommended if used with discrimination and judgment. This work is still in its infancy, and if not allowed to crystallize too soon into formal and stereotyped procedure, holds great promise of providing a means for determining the rate at which a child can be expected to progress in intellectual tasks.

Miss Menzel made a special plea for the little child—the child of pre-school and elementary school age, the period when the soul or individuality of the child is trying to find itself and determine the line of activity and expression that it will follow throughout his life time. It is in childhood that the foundations must be laid upon which the future is to build. If the foundation is weak or faulty no lasting structure can be reared.

INTIMATIONS

NOTICE

ON DECEMBER 1st, 1925, ANDERSON & ASHE, MARINE SURVEYORS, 16, Connaught Road, Central, will REMOVE their Office to 1st Floor, QUEEN'S BUILDING, Entrance CORNWALL ROAD, Hongkong, 19th November, 1925. [2839]

NOTICE

ALICIA CRANE,
LOIS ROBERTSON.

ANY Person having Information which will lead to the Discovery of the Whereabouts of either of the Above-named Persons is Requested to Communicate with—
Messrs. DEACONS
Solicitors,
1, Des Vaux Road Central, Hongkong.
[2887]

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL STREET SALE OF ROSES
ON
WEDNESDAY, 2ND OF DECEMBER, 1925.
(In aid of the Funds of the Society for the Poor of Hongkong.)

THE SOCIETY appeals to the Ladies of Hongkong for Assistance in the Disposal of the ROSES.
Baskets of Roses and Collection Boxes are Now Ready at St. George's Building, Ground Floor—(through the courtesy and generosity of HONGKONG AND TERRITORIAL ESTATES, LTD., Messrs. Shaw, Toms & Co., General Managers.) [2916]

HONGKONG JOCKEY CLUB

THE EIGHTH EXTRA RACE MEETING at Happy Valley has been POSTPONED TO SATURDAY, DECEMBER 5TH, 1925, owing to the death of H.M. Queen Alexandra.
The First Race will be Run at 2 P.M.
The Charge for Admission to the Public Enclosure will be \$1.00.
Soldiers and Sailors in Uniform—Half Price.
Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LORAN & DAVIS at \$4 each up to FRIDAY, NOVEMBER 27TH.
The Stewards invite the Ladies of Hongkong to the Present. [2898]

ART EXHIBITION

JAPANESE OLD PRINTS, IVORY CARVINGS, SORENS, OLD SILK BROCADES, etc., etc.,
MESSRS. KOMOR & KOMOR,
ALEXANDRA BUILDING, DES VAUX ROAD,
FOR
TEN DAYS ONLY.
Mr. K. HAYASHI of Tokyo will Exhibit Over 3,000 Prints by the Best-known Masters. PRICES Ranging from 50 cents to \$2,000 Each.
Fine Embroidered Sarees, Real Crystal Chalice, Priest and Hoari Coats, Will be on View for 10 Days Only.
A Cordial Invitation is Extended to All Lovers of Art. [2912] KOMOR & KOMOR.

PUBLIC AUCTION

THE Undersigned have received Instructions of Sell by
PUBLIC AUCTION
ON
TUESDAY, THE 2ND DECEMBER, 1925,
THE KOWLOON NAVAL DEPOT,
COMMENCING AT 9.30 A.M.
OLD AND SURPLUS VICTUALLING STORES.
Comprising—
Table Linen, Implements, Serge, Flannel, &c., Remnants, Blankets, Sundry Articles of Wood and Table Gear (including Electro Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, &c.
Terms of Sale—As Detailed in CATALOGUE.
LAMBERT BROTHERS,
By Appointment Auctioneers
to the Admiralty,
Hongkong, November 25th, 1925. [2911]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING-LOTS, ESTATES, etc., for Rent, Auction, or Private Sale. Management arranged for Clients Proceeding Abroad. Telephone C. 4630, SMALL INVESTORS, 10 Des Vaux Road. [295]

PREPAID "WANTED" ADVERTISEMENTS

WANTED.—Furnished House on Peak, 4 or 5 Rooms for 14 Months from Middle of February, 1926. Please communicate with R. V. HARRIS, 364, The Peak. [144]

FOR SALE.—2 Steel Tugs, 425 and 160 Tons D/W.; 10 Steel Hopper Barges (320 Tons D/W.); 2 Steel Lighters (350 Tons D/W.); 1 Floating Crane 12 Tons Steel Pontoon. Apply—TOTTAM, JONES & BAILEY, Ltd., 62, Robinson Road, Singapore. [143]

WANTED.—Reliable Mates and Boat-swains, European, for British Yacht now fitting out for about a Two Year's Cruise in the South Seas. Testimonials Required. Apply—Box No. 146, c/o Hongkong Daily Press. [145]

INTIMATIONS

SHANGHAI MUNICIPAL COUNCIL

SILVER LOAN 1925.
ISSUE OF DEBENTURES.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures to the SILVER LOAN OF 1925. Rate of Interest 5 per cent. per annum, payable on June 30th and December 31st in each year.
Prices or Issues until further notice, Shanghai Tael 90 per cent.
Redemption on December 31st, 1935, at par, under the operation of a Sinking Fund. The Debentures may, however, be redeemed by the Council in whole or in part on DECEMBER 31st, 1935, or on any Subsequent Date, subject to the Council giving Six Calendar Months Notice in the Municipal Gazette and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Numbers of Debentures to be redeemed will be decided by Drawing.
Scrips will be issued in Denominations of Shanghai Tael 5,000, Shanghai Tael 1,000, Shanghai Tael 500 and Shanghai Tael 100 to suit the convenience of Applicants.
Application Forms can be obtained from the Local Office of the Hongkong and Shanghai Banking Corporation, or from the Acting Treasurer and Comptroller, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed. [2904]

TO LET

TWO ROOMS, TOP FLOOR, QUEEN'S BUILDING.
Apply—
HOLYOAK, MASSEY & CO., LTD. [2880]

TO LET

ON or About MARCH 1926, WHOLE FLAT or SPACIOUS SUITE OF OFFICES in the "FRENCH BUILDING," or "VICTORIA BUILDING," No. 3, QUEEN'S ROAD CENTRAL (between CHATELAIN BANK and MERCANTILE BANK).
Apply to—
BANQUE DE L'INDOCHINE, Chater Road. [2907]

TO LET

COMMODOUS PREMISES ON GROUND FLOOR, 16A, DES VAUX ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2914]

TO LET

GODOWNS IN ALEXANDRA BUILDING (Basement).
Apply—
SECRETARY,
A. S. WATSON & CO., LTD. [2932]

TO LET

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.
Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

S.S. "YALOU"

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBOROUGH, LONDON &c., also Cargo from LA PALICE and COGNAC ex s.s. "MEINAM," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 12 Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Saturday, the 28th instant, at Noon, will be subject to Rent and Landing Charges.
All Claims must be sent in to me on or before Tuesday, the 1st December, 1925, or they will not be recognized.
All damaged Packages will be examined on Saturday, the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
K. RODENFURER,
Agent,
Hongkong, 22nd November, 1925. [2899]

S.S. "PAUL LECAT"

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE

CONSIGNEES of Cargo from MARSEILLE, etc., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless Intimation is received from the Consignees before 10.45 a.m. To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 1st December, 1925, at Noon, will be subject to Rent and Landing Charges.
All Claims must be sent in to me on or before Friday, the 4th December, 1925, or they will not be recognized.
All damaged Packages will be examined on Tuesday, the 1st December, 1925, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
K. RODENFURER,
Agent,
Hongkong, 25th November, 1925. [2908]

INTIMATIONS

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MERIONES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 24th November.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 1st December, 1925, will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 15th December, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 25th November, 1925. [2909]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "EURYBATES" are hereby notified that the Cargo having arrived per s.s. "IXION" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 25th November, 1925.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd December, 1925, will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 15th December, 1925, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th November, 1925. [2921]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "IXION" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 25th November, 1925.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 2nd December, 1925, will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 15th December, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th November, 1925. [2920]

HAMBURG-AMERIKA LINE.

THE Motorship "VOGTLAND" having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st December, 1925, will be subject to Rent.
All Claims must reach us by 2nd December, 1925, or they will not be recognized.
All damaged Packages will be examined by Messrs. Goddard & Douglas (Marine Surveyors) at 10 a.m. on 30th November, 1925.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by—
JEBSEN & CO.,
Agents,
Hongkong, 24th November, 1925. [2905]

NOTICE TO CONSIGNEES

"ELBERMAN" LINE.
FROM EUROPE

THE Steamship "CITY OF CAIRO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd December, 1925, will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before 9th December, 1925, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours 10.45 a.m. and Noon, within the Free Storage period of One Week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by—
THE BANK LINE, LTD.,
General Agents,
Hongkong, 26th November, 1925. [2910]

INTIMATION

THE SPIRIT OF CHEERFULNESS

Cheerfulness is largely a matter of outlook. The World is never such a bad place if thoughts dwell on its bright side. After all the happiest life is made up of working hard, playing hard, and rightly, appreciating upon suitable occasion the really helpful partnership of

DEWAR'S DEWAR'S

"White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Hongkong Office: 11, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 28TH, 1925.

THE CHINESE PUZZLE THROUGH ENGLISH EYES.

It appears from the latest mail advices that in England, no extravagant hopes are centred on the Tariff Conference at Peking. The views of the British Government on the situation in China, as publicly set forth at some length by Mr. CHAMBERLAIN, are familiar to our readers; and on this subject all that need now be said is that pending the outcome of the Conference—if it has any result at all—the attitude of Downing Street is summed up in the phrase "watchful waiting." Parenthetically it may be remarked that, while officialdom hopes for the best, the real feeling is that the only Conference which is worth holding is one that represents China as a whole, though how such a gathering could be engineered seems beyond the wit of anyone in London to suggest.

Outside official circles there was profound bewilderment at the turn which things took towards the middle of October. The threat of civil war in the North, which was the daily feature of the cabled news published in London as the representatives of the Press were on their way to Peking, seems to have presented newspaper critics with a Chinese puzzle of a baffling character. We find this reflected in numerous articles. At one time much was expected from the Conference. It was regarded as something to be thankful for that the Powers were able to arrange a meeting at Peking. To remedy a grievance or set right a real or fancied wrong the British way is to examine facts. And since China has been very diligent to proclaim herself a deeply

injured nation at the hands of foreigners, the belief was fairly widely entertained at home that if representatives of the Powers chiefly "concerned" met Chinese statesmen face to face means would doubtless be found to explain away misunderstandings, restore sentiments of good-will, settle some of many differences, and generally assist the Peking Government to strengthen its authority, even if nothing more substantial could be achieved.

But the recrudescence of militarist activity dashed whatever hopes were entertained in England that a solution of some of China's troubles was possibly coming into the range of practical politics. The *Times* in a long leading article reviewing the position a few days before the Peking Conference was timed to begin discussed the idea of a reconciliation between CHANG TAO LIN and FENG YU HSIAO, the latter being styled the "Christian General" as is usual among writers in England. A letter written by Brigadier-General C. D. BARCE is cited by the *Times* as an important commentary on events. His name is, of course, familiar as the officer who raised the Chinese Regiment at Weihaiwei in 1898 and thereafter was in command of the defence forces during the Chinese Revolution of 1911-12, and later was Adviser in Police affairs to the Chinese Government.

"The Conference," General BARCE stated, "was arranged, not by the three outstanding personalities among the Tsuchuns, but by the so-called Central Government. Until the Provinces are represented at any such conference it is idle to talk or write of the abolition of Likin, except by those who control it."

The impotence of the Peking Government is the fact which finds wide recognition. "A country so vast as China," says the *Turkshire Post*, "so ill-provided with communications, can only be governed from a central spot when the ruler is able to exert an authority sanctioned by a divine right in which all his people believe. The old Chinese Emperors had this right. They ruled China, not by force, but because they were looked on as semi-divine beings whom it would be impious to disobey." But to-day the Dragon Throne is empty, and therefore the big Conservative daily of the Midlands considers "we are driven back on the solution of abolishing the Central Government in its present form and substituting a loose Federation of Provinces, each, no doubt, sending a representative to some Central Assembly; but retaining very large powers of self-government. At present the Powers are forced to act on the fiction that the Peking Government really is effective, and the process of changing over to a federated system would involve great diplomatic difficulties."

Under such a federated system it is suggested that each Province should share some of the revenue collected within its borders, and an arrangement of that kind would diminish the friction and jealousies that exist between Peking and the Provinces. This would not necessarily end internal disturbances, but on the other hand "so long as Peking remains the seat of a Government supposed to exercise universal authority, and for this reason granted full use of the Customs revenue, provincial militarists will continue to struggle with one another for control of Peking. The only way to stop the struggle is to diminish the value of the prize."

We also find the opinion of Federated Provinces proposed in a journal differing so widely in political outlook from that just quoted as the *New Statesman*, which sees in the rising of the Tsuchuns "a deliberate attempt to wreck the Conference," whose success would mean strengthening the Peking Government, and a corresponding weakness of the rival provincial tyrants. "Whether the conflict can be stopped, or localised," the paper proceeds, "remains to be seen. But even if it is, we shall still be faced with the old problem of how to reconcile demands for local autonomy with agreements devised, in Mr. CHAMBERLAIN'S words, 'for the general benefit of China.'"

Mail from Great Britain and the Continent of Europe, via Siberia was landed yesterday by the s.s. *St. Petersburg* which arrived from the North. Altogether 124 bags were received at the General Post Office and of this number 23 bags contained letters and papers from the United Kingdom, dated London, October 30th, 31st, November 1st, 2nd and 3rd. There were 25 bags of Continental mail and the remainder were from Shanghai. This morning the s.s. *Kashgar* brings home mail (letters, papers and parcels) via Suez, and to-morrow there is due the s.s. *Hang Sang* with further British and Continental mail via Siberia and letters from Shanghai.

The only effective solution, we are convinced, is to be found in a system of federal government. The *Manchester Guardian* considers the Conference should carry on despite all difficulties, "short of a forcible overthrow of government," and as regards the struggle of the Tsuchuns the view is expressed that this "has already made the claim of the Peking Ministry to act for a united China one that can hardly be taken seriously; Whatever be the upshot of the mediaeval baronial warfare that has now troubled Northern China for years, it is high time the Powers set themselves right in the eyes of the world and of the Chinese people."

Thus it appears on a fairly representative selection of newspaper views as expressed within the last few weeks the idea is taking root that the solution of problems on hand in this part of the world is to be sought in some form of de-centralised government—a kind of United States of China. The conception of this idea does credit to editorial ingenuity at home; but how to get the Chinese to accept such a scheme if it took definite shape—or any practical scheme, is another story.

Seven new recruits for the Hongkong Police arrived on Thursday by the s.s. *City of China*.

Major L. Cassell, who is well known in Hongkong, arrived here by the s.s. *Kalgani* yesterday from the North.

The Japanese cruiser *Iwate* came into the Harbour early yesterday morning, and the usual naval salutes were fired.

Lieut. C. J. Yoo, 1st East Surrey Regiment, has qualified at the 18th qualifying course, held at the Machine Gun School.

H.E. the Governor (Mr. Cecil Clementi, C.M.G.), has consented to become patron of the local branch of the V.M.C.A.

Leave on private affairs has been granted to Capt. R. A. F. Montanaro, M.C., 1st Bn., East Surrey Regiment, and to Major R. R. Lewis, R.A.M.C.

It is notified in the current issue of the *Government Gazette* that H.E. the Governor has been pleased to appoint Mr. E. L. Aggassiz to be Official Receiver in Bankruptcy.

At an extraordinary meeting of members of the Craigengower Cricket Club on Thursday a proposal brought forward to increase the entrance fee and annual subscription was defeated by a large majority.

The following extract from the *London Gazette* is published in Command Orders:—Major Instructor in Gunnery, Lt.-Col. H. B. L. G. Gunn, D.S.O., M.C., R.A. relinquished his appointment, 2nd October, 1925.

The Commander-in-Chief of the China Station, Vice-Admiral Sir Edwyn Alexander Sinclair, K.C.B., M.V.O., paid an official visit yesterday afternoon to the Commander of the Japanese cruiser *Iwate*. The usual salute was fired.

At a special meeting of the Hongkong Lodge of the Theosophical Society last evening, addresses were given by Miss Flora L. Menzel, President of the Milwaukee Lodge T.S.; Mrs. A. Douglas, and Mr. A. Cassell, President Decatur Lodge T.S., all of U.S.A. on the Theosophical Movement in the U.S.A.

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THE CRISIS IN NORTH CHINA.

THREATENED RESIGNATION OF THE CHIEF EXECUTIVE.

GENERAL FENG BRINGS TROOPS INTO PEKING.

[THROUGH REUTER'S AGENCY.]

CHIEF EXECUTIVE WISHES TO RESIGN.

PEKING, November 27th.

At a meeting of the Cabinet H.E. Tuan Chi Jui (the Chief Executive) expressed his intention of resigning, but was pressed to remain.

His Excellency intends issuing a mandate stating that unless peace is restored so that the Conference (on the Tariff question) can continue, he will quit.

General Feng Yu Hsiang is expected here very soon.

Tuan Chi Jui's servants state that his belongings are packed up so as he can leave at a moment's notice.

PROMINENT ANFUITEES ARRESTED.

Tseng Yu Chun, the Anfuite, who has been acting as an emissary between H.E. Tuan Chi Jui (the Chief Executive) and the Fengtien leaders, was arrested at the Chienmen Station this afternoon when on the point of leaving for Tientsin. It is reported that Tseng Yu Chun will be sent to Paotouchen to-night.

Other Anfuitees are apprehensive, fearing arrest.

Wu Kuang Hsin, another intermediary, is reported only to have escaped arrest by leaving for Tientsin yesterday.

LATER.

H.E. Tuan Chi Jui has sent his Aide-de-Camp to see Lu Chung Lin, to say that he would take personal responsibility for political suspects and requesting the immediate release of Tseng Yu Chun. The latter was accordingly released on bail this morning.

FENG BRINGS TROOPS INTO PEKING.

General Feng Yu Hsiang brought one division and one brigade from Nanyuan into Peking to-day.

LATER.

General Feng Yu Hsiang's Third Division arrived at Nanyuan from Kalgan last night, half remaining at Nanyuan and half proceeding to Changsinien.

THE CHIEF EXECUTIVE AND THE CABINET.

ADVOCATING RESIGNATION.

PEKING, November 27th.

Tuan Chi Jui summoned another special meeting at his residence last night. It was attended by most of the members of the Cabinet. His Excellency again advocated resigning and suggested the formation of a governing Cabinet under Huang Fu, as after the coup d'etat of last year.

Most of the members present opposed the suggestion and urged Tuan Chi Jui to remain as the Chief Executive for the sake of the Conference.

No decision was reached.

TROOP MOVEMENTS AT CHEFOO.

CHEFOO, November 27th.

A brigade of Shantung Fengtien troops left Weihien to-day for Chefoo where warships are awaiting them presumably to transport them to Dairen. It is reported that the remainder of the Shantung forces are following.

Tupan Chang Tsung Chang asserts his intention of supporting Marshal Chang Tso Lin, whose position is reported to be weakening.

ANXIETY AT TSINGTAU.

TSINGTAU, November 27th.

The Japanese Consul-General has cabled to Tokyo for two more warships following an emergency mass meeting of his nationals, who regard the situation as menacing.

Reports are continually arriving of looting by bandits, in the interior. Foreigners, apparently, are unharmed, but many have come here for safety.

Tsingtau is outwardly calm, but an ultimatum by the police demanding four months' back pay alarms the Civil Authorities who have ordered the Chamber of Commerce to raise the \$300,000 that is necessary to meet the demand.

Several regiments have been despatched to Kaomi, fifty miles away, to establish a defensive stronghold in order to stem the tide of Fengtien retreat if it takes this direction.

There is an unconfirmed report that Tschow Arsenal has been captured by Honan troops advancing on Tsinan.

VIEWS IN JAPANESE OFFICIAL QUARTERS.

Tokyo, November 27th.

It is understood that official circles consider that Chang Tso Lin will be virtually eliminated unless an unexpected coup is sprung.

Japan is very unlikely to reinforce her Manchuria Garrison.

CABLES

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE LATE QUEEN MOTHER.

THE MEMORIAL SERVICE IN WESTMINSTER ABBEY.

IMPRESSIONS.

LONDON, November 27th.

As sixty-two years ago the capital greeted the future Queen in snow, so to-day it farewelled her, fast falling flakes quickly transforming the streets into gleaming white carpets.

The echo of distant guns, farewell salutes, reverberated as the flower-laden coffin was removed from the Chapel Royal with full military honours and borne on a gun carriage, escorted by H.M. King George, and the King of Norway, the King of Denmark and the King of the Belgians to Westminster Abbey. The streets were lined with reverent crowds, braving the bitterest weather. Many began the cold vigil in the early hours, mostly poor and humble folk.

H.M. Queen Mary, and the Queens of Norway and Spain, and the Royal Princesses drove direct to the Abbey.

The King wore the uniform of a Field Marshal and H.R.H. The Prince of Wales, walking on his left, wore the uniform of a Colonel of the Welsh Guards.

A party of the King's Company of Grenadiers carried the coffin into the Abbey.

The service was conducted by the Archbishop of Canterbury and opened with Psalm xxxiii, followed by a lesson, and the hymn, selected by the King.

"Now the labourer's task is o'er." After the Lord's Prayer and Collects from the Burial Office, the anthem "Give rest, Christ" the service concluded with the hymn "On the resurrection morning," which was also the King's choice.

On the departure of Their Majesties, the coffin remained in a position under the lantern where it will be watched by His Majesty's bodyguards of the Honourable Corps of Gentlemen-at-Arms, and Yeomen of the Guard until to-morrow morning, when it will be removed to Windsor Castle for a private service. The doors of Westminster Abbey were opened at one o'clock afternoon, to enable the public to pay its last respects.

STRIKE OF WIRELESS OPERATORS.

PROTEST AGAINST CONDITIONS OF SERVICE ON BRITISH SHIPS.

LONDON, November 27th.

The Telegraphists' Association has issued strike notices in the case of all wireless operators aboard British ships.

The men are instructed not to sign for further voyages pending the settlement of a dispute regarding conditions of service, including the proposed reduction of wages by £2 2s. 6d. a month.

ABBE WETTERLE.

REPORT OF HIS DEATH CONTRADICTION.

PARIS, November 27th.

The Vatican has telegraphed a denial of the death of Abbe Wetterle, mentioned yesterday. The Abbe, who has suffered from haemorrhage, is now convalescent.

EARLIER CABLES.

M. CHICHERIN IN PARIS.

POLITICAL CONVERSATIONS.

PARIS, November 26th.

M. Chicherin, accompanied by M. Rukovsky, had an hour's conversation with M. Briand and later conversed with M. Berthelot.

LATEST CABLES.

NO NEGOTIATIONS YET.

PARIS, November 27th.

M. Berthelot states that his conversation with M. Chicherin was merely for the purpose of getting in touch with each other and that no negotiations were opened.

He merely took bearings on various questions such as the position of the Soviet Government in relation to Great Britain and France, the question of debts and the Wrangel fleet, Russia's entry into the League of Nations and the possibility of commercial agreements.

Le Petit Parisien understands that M. Chicherin, who has gone to the South of France, expects shortly to make a longer stay in Paris when official pour-parlers will be opened with regard to the debt problem.

BRITISH GOVERNMENT AND UNEMPLOYMENT.

DEBATE IN HOUSE OF COMMONS.

DEFEAT OF LABOUR MOTION OF CENSURE.

LONDON, November 26th.

Charges against the Government for failing in the past three months to propose measures adequately dealing with unemployment were embodied in a vote of censure moved by the Labour opposition.

Sir A. Steel Maitland, the Government spokesman, declared that the state of trade unquestionably showed a very distinct improvement at present, though very dark patches still remained.

In the course of a debate, Mr. Lloyd George pointed out that whereas the volume of world's trade in 1924 had recovered to the 1923 level, the British export trade only recovered 74 per cent., while France's proportion was 110. The United States were up by ten per cent., and Japan had more than doubled her exports. The only country in the same, or a worse position than Britain, was Germany, and she was bound to benefit as a result of the Locarno deliberations.

Sir A. Steel Maitland on behalf of the Government emphasised that the depression in the coal trade extended over many European countries. There was a distinct improvement in the cotton and woolen trades and a slight perceptible one in iron and steel.

He thought, with the respect for big home-made crops, there was no reason to suppose that the really very hard-hit shipbuilding trade, he deplored, was any more than a passing evil.

He said he hoped to get the safeguarding duties passed before Christmas.

Over £2,000,000 had been guaranteed for the sugar beet industry, which had ten factories working, two projected and eight contemplated. There was every hope of its establishment as a self-supporting industry when the subsidy ended. This success enabled us to devote millions hitherto paid to foreign countries, for sugar to other purposes.

Mr. Ramsay MacDonald ridiculed the contention that the re-imposition of the McKenna duties had been followed by greater employment, and declared that the contrary was the case.

The vote of censure resolution was defeated by 322 votes to 133.

THE FRENCH CRISIS.

M. HERRIOT ABANDONS TASK OF FORMING A CABINET.

M. BRIAND FINALLY UNDERTAKES IT.

PARIS, November 26th.

M. Herriot has abandoned his attempt to form a Cabinet.

Senator Sarraut, belonging to the right wing of the Radical Party, has been summoned to the Elysee.

M. Briand has agreed to form a Cabinet.

THE SOCIALISTS' POSITION.

PARIS, November 26th.

A resolution which was passed at a Socialist party meeting declares the Party's readiness, if it takes office, to carry out its financial programme either alone or in collaboration with the parties of the republican democracy, but that it is impossible to reach an agreement on the financial situation among all the parliamentary representatives of the Left, especially as regards the question of inflation.

On the other hand, the measure of authority and responsibility which the socialists would enjoy in a Herriot combination does not offer sufficient scope for the exercise of the bold and decisive measures imperatively demanded. Therefore the Party is unable to co-operate with M. Herriot.

The decisive measures mentioned refer to the Socialist plan of a capital levy.

M. Doumergue's decision to summon M. Briand to the Elysee was taken after consultation with M. Sarraut, M. De Selves, President of the Senate, and M. Casala, President of the Radical Socialist group in the Chamber.

THE COMING EVACUATION OF COLOGNE.

RE-GROUPING COMPLETED.

PARIS, November 26th.

A message from Mayence states that re-grouping has been completed as a result of the forthcoming evacuation of Cologne and transfer of British troops to Wiesbaden. The French army of occupation henceforth will consist of three army corps and six divisions, including one cavalry division.

BRITISH NAVAL STRENGTH.

LESS THAN BEFORE THE WAR BEGAN.

LONDON, November 26th.

In the House of Commons at question time, Mr. J. C. C. Davidson stated that Great Britain had 468 effective warships on October 31st, 1925, as compared with 545 on March 31st, 1914.

GERMANY AND LOCARNO.

DRAFT PACT PASSES SECOND READING.

BERLIN, November 26th.

The Reichstag by 271 to 158 has passed the second reading of the Locarno Bill, embodying the acceptance of the Security Pact, the Arbitration Treaties, and Germany's entry into the League of Nations, after rejecting an amendment by 242 to 169.

The minority consisted of German Nationalists, Communists and Extreme Nationalists, as well as some members of the Economic party.

COMMERCIAL TREATY.

NEW GERMANO-DUTCH AGREEMENT.

BERLIN, November 26th.

A Germano-Dutch Commercial Treaty has been signed; firstly, supplementing the agreement of 1838; and, secondly, dealing with Germano-Dutch Customs.

Also a Credit Agreement has been signed providing that the credit of 100 million florins, which Holland granted to Germany in 1922, and which falls due in 1930, shall be prolonged until 1937.

IRISH BOUNDARY DISPUTE.

HEADS OF RIVAL GOVERNMENTS IN CONFERENCE.

LONDON, November 26th.

President Cosgrave and Sir James Craig, separately and lengthily conferred with the Prime Minister at Downing Street this morning, and Mr. Baldwin conferred with both together in the afternoon.

NO AGREEMENT.

After the interview with the Prime Minister President Cosgrave and Sir James Craig agreed that no statement could be made. President Cosgrave then left for Dublin.

Interviewed by Reuter as to whether he could say an agreement had been reached, he replied: "No, I am sorry."

"M.1" DISASTER.

PAINT ANALYSIS ESTABLISHES COLLISION THEORY.

LONDON, November 26th.

The Admiralty announces that an analysis of the sample of paint found on the hull of the s.s. *Vidar* is considered to establish that the *Vidar* caused the loss of the *M.1*.

LONDON STOCK EXCHANGE.

QUIETER TONE.

LONDON, November 26th.

The Stock Exchange opened very quietly. Price movements are generally small. Business in rubbers is fairly good, but selling is again progressing owing to the end of account, and values are inclined to be easier.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

MEXICAN LEGISLATION.

FOREIGN OIL AND MINING INTERESTS JEOPARDISED.

MEXICO CITY, November 27th.

The Chamber passed the final reading of the Petroleum Bill, enacting the provisions of Article XXVII of the Constitution, whereby foreigners owning land or water properties will be forced to sell within three years, unless they become Mexican citizens. This particularly affects oil and mining companies in Mexico.

The Bill now goes to the Senate.

MESSAGES FROM THE ARCTIC.

BRITISH AMATEUR'S SUCCESS.

Another notable success has been secured for British amateur wireless telegraphy by a London experimenter, who for some days maintained two-way communication with the leader of the MacMillan Expedition, which is attempting to reach the North Pole.

Communication was first established at Disko Island, and messages were exchanged while crossing the Arctic Circle.

The interchange of messages went on between midnight and about 6 o'clock in the morning. Messages were received with the utmost clearness, and the MacMillan Expedition report that the signals were thoroughly distinct; indeed, it was never necessary to repeat one of the British messages.

For some little time before he first got into touch with the expedition the English experimenter had been tuning in to American stations, and while doing this he picked up his first signal from the Arctic region. He then set about sending a message to the explorers, and immediately received an acknowledgment from them, together with the request to forward messages on their behalf to friends in the United States.

This was done through the medium of the stations of American amateur wireless engineers. This record is but another of the wonderful long-distance achievements made by wireless amateurs through Mullard valves. The original two-way communications, established with New Zealand, Australia, South Africa and America were due to the superiority of Mullard long-distance valves.

JAPANESE SHIPPING.

NEW O.S.K. LINE TO AFRICA.

It has been finally decided, says the *Japan Times*, that the Communication Department will subsidize ¥360,000 for the Japan-Africa route, which is to be instituted from next spring by the Osaka Shosen Kaisha, and ¥180,000 for the Shanghai-Dairen service, undertaken by the Nisshin Steamship Company.

The tentative budget has been already approved by the Finance Department, and is to be submitted to the coming session of the Diet for approval. The Communication authorities were first to have paid a subsidy of ¥750,000 for the Osaka Shosen Kaisha's Japan-Africa service, but later it was cut down by half in accordance with the curtailment principle.

On the Japan-Africa service, the Osaka Shosen Kaisha will allocate four 3,000-ton class of steamers, which are now operating in the Japan-South American route. These ships will probably be the *Canada Maru*, the *Chicago Maru*, the *Panama Maru* and the *Mexico Maru*. Three new ships, the *Santos Maru*, the *La Plata Maru* and one other will be substituted for the above ships. The *Santos Maru* is to make her maiden voyage to South America, sailing from Yokohama on December 32nd, and the *La Plata* will be launched in April and the other in May. Should everything go well, the Osaka Shosen authorities hope to inaugurate the African service before next May at the latest, and to make ten trips yearly. The route will be between Kobe and Durban, and the ships will make calls on the outward voyage at Moji, Shanghai, Hongkong, Singapore, Colombo, Bombay, Zanzibar, Dar-es-Salaam, Beira and Delagoa, and on the homeward voyage, leaving Durban, at Mozambique, Singapore and Moji. They will be chiefly engaged in the transportation of raw cotton and soda from Africa, and miscellaneous cargo from Japan.

COMPETITION.

It is predicted that a cut-throat trade competition will take place between Japan and India after establishing the Japan-Africa service because all Japanese cargoes, which have hitherto been forwarded to Africa through Indian ports, will be directly sent there. A report reaching official circles in Tokyo states that the Indian authorities are feeling a great deal of anxiety about the proposed direct service between Japan and Africa, which, they deem, will deprive India of trade facilities, as well as inflict a severe blow upon the exporting trade of raw cotton from India to Japan.

NEW CHINA LINE.

The Nisshin Steamship Company is busy making preparations for the opening of the regular service between Dairen and Shanghai, to which the Communication Department decided to give a subsidy of ¥180,000 annually. The company is to ply two thousand-ton class steamers on the new route to be engaged in the coast trade of China, touching at Shanghai, Tientsin, Dairen and Tsingtau. The ships are now being constructed at the Osaka Iron Foundry and will be completed before next March. They will make thirty-six trips a year. In the meantime, the Osaka Shosen Kaisha has conceived another plan for putting up a regular service between Keelung, Dairen and Hongkong. The company is appealing to the Government-General of Formosa for a subsidy.

BOWLER HATS FOR TURKEY.

THE FEZ AN "ARTICLE OF LUXURY."

The modernization of Turkey may provide a new market for the bowler hat, says the *Manchester Guardian*. The British trade in this unlovely article is drooping, as everybody knows; Englishmen are taking more and more to the comfortable hat of soft felt.

In Turkey the crimson fez, hitherto the all but universal wear, has been scheduled by Kemal Pasha and his Government as an article of luxury and subjected to a prohibitive import duty. European hats and clothes must be worn by Government servants, and the Constantinople correspondent of the *Manchester Guardian* has noted that even the Moslem clergy and the Jewish rabbis are taking to lay dress and bowler hats in everyday life. A new and promising demand for hats of European pattern seems therefore to be indicated.

So far, however, the manufacturers of bowler hats in Stockport and Denton, the centres of the English trade, are largely in the dark. An inquirer yesterday failed to trace any orders sent direct from Turkey to either town. One or two firms have had an isolated inquiry from London shipping houses. In one instance the price offered the makers was too low for the quality of hat which they turn out; in another the inquiry was for any hats already in stock—either hard or soft hats—which the firm did not require for its ordinary trade. Efforts are being made to learn more definitely what it is that Turkey wants.

More than one representative of the trade found it difficult to believe that bowlers rather than soft hats could be wanted in such a climate as that of Turkey. "I can't see a Turk wearing a bowler hat," one said sceptically. "You can't suddenly take off a fez and take to a hat with a stiff brim like a bowler." But one was assured that if the Turks really want them there are plenty of unwanted bowlers in stock which will be sent out to them quickly and thankfully.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE INTERNATIONAL COMMISSION ON EXTRATERRITORIALITY.

THE BRITISH REPRESENTATIVE.

SHANGHAI, November 27th.

Sir Skinner Turner, Chief Judge of H.B.M.'s Supreme Court for China, has been appointed the British representative on the Commission on Extraterritoriality which is to assemble in Peking on December 15th.

ANOTHER STUDENT DEMONSTRATION.

PEKING, November 27th.

Students are arranging a big demonstration to-morrow at which in addition to the demand for unconditional tariff autonomy, they will urge the abolition of Tapanships, placing provincial control in the hands of the Civil Governors, and the disbandment of superfluous troops. It is not expected that the police prevent the demonstration.

BRITISH POLICY IN CHINA.

A "TIMES" COMMENT.

LONDON, November 27th.

British policy in China does not imply, and should not imply, armed intervention

such as many sorely-trying Englishmen in China would greatly welcome, says *The Times* in a leader. It is futile to dream of diverting and controlling the complicated process of change in the life of the biggest people in Asia by means of a few gunboats and regiments. *The Times* declares that Great Britain is playing an important part in a generous enterprise at the Tariff Conference and expresses the opinion that the stress to which British citizens in China have been subjected could be considerably alleviated if steps were taken to strengthen the depleted British official personnel.

THE LATE KING OF SIAM.

FRENCH TRIBUTES.

PARIS, November 27th.

Le Journal recalls how fond the King of Siam was of Western ideas and says his reign was marked by the happiest change in Siam-Indo-Chinese relations. The rapprochement was materialized by fruitful agreements.

Le Petit Journal says of King Rama's death that the people of France will remember that Siam adhered to the Allies party in the great war when the issue was still uncertain.

THE VICEROY-ELECT OF INDIA.

A CHARACTER SKETCH
BY

"A GENTLEMAN WITH A DUSTER."

When I say to people that Edward Wood seems to me the highest kind of Englishman now in politics, many of them look surprised and perplexed. "Edward Wood!" they question; and one can see in their eyes effort of the memory to attach this name to some sensational event in Parliament or some haunting paragraph in the newspapers. "He is the son of Lord Halifax," I explain. The trouble, clearly from their faces, "Oh, yes; of course; that extreme High Churchman." "He was Minister for Education in the late Government," I continue. The trouble returns. "Oh, was he?" they say, and dismiss Mr. Wood as a nonentity, and me as a pedant or a poseur.

But I have never had this opinion of Edward Wood challenged in the House of Commons. Men of all parties recognize in his personality something which is admirable, something which distinguishes him from other men. Even those who do not share his political opinions readily pay their tribute to the range of his intellect and the graciousness of his character; more remarkable still, even those whose intellectual qualities are the equal of his, but whose moral qualities have degenerated in contact with the sordid atmosphere of politics never speak of him with an affected amusement as a religious bigot or a narrow-minded moralist; in the remarks of these latter politicians I often detect a tone of rather wistful regret, as if they were conscious in themselves of a loss for which the world they have gained has, by no means compensated.

THE HIGHEST KIND OF ENGLISH POLITICIAN.

I call Edward Wood the highest kind of Englishman now in politics for the following reasons. He is a man whose life and doctrine are in complete harmony with a very lofty moral principle, but who has no harsh judgment for men who err and go astray. He is a scholar of real distinction, but his sympathies with ignorant and half-educated mankind are both generous and affectionate. He has a most gentle and attractive sense of humour, but there is no derision in his words, and no unkindness in his smile. He is profoundly convinced of the truth of one form of the Christian religion, but he is as profoundly interested in the good work of men who represent quite different forms of that religion. He is wise, reflective, careful of his words, and unemotional in his public utterances, but he has a warm and cheerful admiration for the effective gab of a genuine spell-binder. He believes without one shadow of doubt that Conservatism is the truest and most enduring form of politics, but he can see the good that is in Labour, and in the sorrows and sufferings of the depressed classes he can perceive at least some excuse for the wild words of the extremists.

Like his friend Algernon Fitz Roy, Edward Wood, who is only forty-three years of age, is six feet three inches in height, but holds himself with none of the rigidity of the Life Guardsman. It is difficult to think of him as a major in the Yorkshire Dragoons, or as hunting a pack of barbers at his home, or going out across the moors with a gun and a dog.

PRIEST-LIKE, BOYISH LOOK.

He has something of the priest-like, boyish look of the Cecils, and is of a rather dusty and untidy appearance, as though he lived chiefly among books and was entirely careless of practical matters. Under a strong forehead the large eyes are set deeply in the face and look out upon life very quietly and entirely unexcitedly, with as much humour as sweetness, as much tolerance as earnestness, as much kindness as seriousness. The large and flexible mouth which is above all other things critical, expresses also good humour and friendship; never does it harden into severity or become firm and opponent with self-aggression. The face is self-evidently that of a grave, scholarly, and kindly man, whose wisdom is gentle, and whose sympathies are sincere.

HIS VIEWS ON LABOUR.

Before the Conservative Government fell, and before Labour had given any indication that it would use moderate courses if it came into power, I was one night talking to Mr. Wood in his private room at the House of Commons about the manners and methods of the Labour Opposition. He said to me then: "Labour at present seems wanting in appreciation of the values of loyalty and discipline. Some of them say to me quite openly, 'Our troubles will begin when we get into power,' and Ramsay is the only man who can hold our crowd together." Many of them are disorderly. Many seem to me essentially violent-minded. I do not think they find it easy to see any great question in its true proportions. Relativity would appear to have no meaning for them."

But he added to these remarks, which were uttered without any unkindness at all, "Nevertheless, I am very glad that the point of view which these men represent is articulated in Parliament. Our debates are richer for their presence. Not all of us are as near to the sufferings of the working-classes as they are. Sometimes I think we are like people listening to a band with wool in our ears; we hear, but the music comes to us muffled, seems to us remote, and does not really penetrate to our souls. These men, however misguided they may be in their opinions, and however violent they may be in publicly expressing them,

[*This character sketch, as the internal evidence reveals, was written nearly three years ago.—Ed.]

do, all the same, bring home to the House of Commons the gravity of our social problems and the importance of getting fundamental things right.

"For example, much of the money we spend on education, believing that we solve the greatest of our political problems by this expenditure, is wasted. We have come to see that education is only one instrument of reform, and that it must be used in conjunction with housing reform if it is to give us a higher order of citizen. And we have also come to see that it must be more closely linked up with employment. This is to say, we shall never get value for the money we spend on education until the people live in better houses and are assured of regular employment. The whole atmosphere of their lives must be changed."

On that same occasion he told me that he had no fear of a Labour Government. The House of Commons, he said, had taught him that in all men there is something good, just, and straight. In spite of many symptoms of materialism in the present generation he believes that goodness is still the mark to which humanity is pressing. Among the Labour men he told me he had found few who thought more of cleverness than of character. However wildly they may express themselves in public speeches the majority of them acknowledge goodness as the highest thing in human life.

"There is something genial, too," he said, "about the judgments of the best of them. They seem to think, for example, that Lloyd George is a good argument for the doctrine of purgatory; he is not fit for the society of the elect, but not quite bad enough to burn permanently."

CONSERVATISM—A SPIRITUAL EVOLUTION.

His definition of Conservatism is simple and convincing. It stands in his mind for a evolution of the social order as thorough and as peaceful as the evolution of nature. It is, moreover, not a mechanical nor a materialistic evolution, but a moral and spiritual evolution. The end of everything it does is the moral and spiritual nature of man. It is not a policy of mere expediency, but a definite thesis of life in action. It believes in confidence and security because trade cannot flourish without those conditions; and it desires trade to flourish, not for the enrichment of manufacturers and speculators, but because a flourishing trade is necessary for the population; and it seeks revenues for the State and the personal welfare of the population because these things are necessary to the evolution of man's moral and spiritual nature.

Socialism, in his view, is a movement clearly backward, for it involves the suppression of individuality, the curtailment of personal freedom, and the sacrifice of a great and noble body of national tradition on the jerry-built altar of an utterly untried internationalism.

A TRUE BALANCE BETWEEN THE INDIVIDUAL AND THE STATE.

Life as he sees it is a continuous struggle between the soul and the law, or, politically speaking, between the individual and the State. The object of a wise political system must be to strike a true balance between the personal rights of the individual and those of the society of which he is a member. A State cannot be healthy and progressive unless it provides full scope for individual enterprise and individual development; at the same time, an individual who denounces the right of the State to interfere with his liberty would soon fall into moral anarchy. A balance must be struck. The various loyalties of individual life must be linked up and harnessed to a greater loyalty on which ultimately they all depend. These lesser loyalties, he says, valuable as they are as the mainspring of much that is best in human life, become disruptive unless, consciously or unconsciously, they can find a contribution to make to some organism larger than their own.

"In the affairs of the next world the pure individual becomes the gloomy Calvinist, intent only on the importance of saving his own soul. In the affairs of this he becomes the greedy profiteer, intent only on increasing his bank balance without reference to the welfare of his fellows."

THE CONSERVATIVE ATTITUDE.

The Conservative does not regard the unusual man as an enemy of the State, but as a useful person whose activities must be watched and whose profits must be taxed for the advantage of his less gifted fellows. He will do nothing to hamper the talents and energy of the unusual man, but the same time he will not permit any exceptional persons, however beneficent his activities, to use his powers in an unusual manner. The Conservative does not look upon the Empire either as an encumbrance to the British Isles or as a challenge to other nations. He regards it as a responsibility and as an opportunity. He believes that one of his chief duties to the present generation, and one of the greatest of his responsibilities to those who come after him, is a wise and just development of this tremendous estate. He is convinced that the Empire promises better social conditions at home, a greater and healthier race of English-speaking people for the future, and also by far the most powerful influence for world peace.

No student of history, Mr. Wood has said, can fail to observe the regularity with which, at intervals of a century, the duty has been thrust upon the British

race of acting as protagonists in the defence of Europe against one form of tyranny after another. We can hardly believe, he says, that the historical film, of which, so far, the main scenes have been 1588, 1700, 1800, 1914, has been the product of anything but an over-riding purpose, of which the final outcome is yet to be seen.

That the British race in 1914 should have been empowered to play its part in the world struggle must compel the reverent mind to acknowledge with gratitude the heritage of the past, that has been the instrument of the present achievement. In this spirit we shall surely seek to preserve all the best of what is old, in order that we may, in years to come, better discharge the duties of the national trusteeship which war-events have laid upon us."

This attitude towards the Empire, and towards the moral character of the English people, is characteristic of modern Conservatism. It is an attitude of great firmness, strong courage, and no boastfulness. Nothing in the performances of the Labour Government has so disappointed and troubled Mr. Wood as its attitude towards the Empire. He sees now that Labour, however good its domestic and its foreign intentions, can easily inflict great damage upon this most precious and sacred achievement of British genius. He deeply deplores the in our inter-imperial relations which Labour has so rudely and so roughly made. He has all the intellectual contempt of a man whose whole life is ruled by great principles, for politicians whose minds are ruled by a shibboleth. He cannot easily imagine how a man of Mr. Ramsay MacDonald's vision is unable to see the benefit to our working-classes of developing the British Empire, nor can he understand how a party, representative of Labour, is unable to see what great danger they run in flouting the wishes of our Dominions. The principle of generous co-operation in his judgment, is vital to the maintenance of the unity of the Empire.

It is the essence of Conservatism, he says, to assert the essential unity of all classes and interests, to break down every barrier of prejudice and ignorance which prevent comradeship, and to denounce the selfish spirit of class-hatred and sectional antagonism which is working in the country to destroy the freedom of the individual and the unity of both the nation and the Empire.

He believes that Conservatism may do much to bring employer and employed into closer and more harmonious relations and that by a comprehensive scheme of insurance the Conservatives may do a great deal to relieve the workman of his more pressing anxieties. He believes that these things can be accomplished by wise prudent Acts of Parliament, but he believes that even more important than Acts of Parliament is a revival of the Conservative spirit in the nation. From such a revival he looks to see in the national life a real sense of unity and comradeship, a real feeling of friendliness and co-operation, a real conviction that we are a great nation discharging great duties and bound by great responsibilities.

RELIGION AND POLITICS.

I once talked to him about the place of religion in politics. He thinks that, for obvious reasons, Christianity can never be made the touchstone of a detailed political policy, but believes that as an attitude towards the problems of the world it is essential to right action. The attitude of religion in an employer makes a good employer, and in a workman a good workman. It is an attitude entirely opposed to greed and dishonesty; it consecrates energy and sanctifies ambition; it robs commercialism of its ugliness and vulgarity; it gives grace and beauty to every aspect of everyday life.

Christianity, he thinks, thus can, and ought to, exercise a powerful influence on politics; but it not infrequently fails through a confusion in the mind of religious leaders between motive and action. The first error he brought to a spiritual test; the second must be judged by whether or not it is well calculated to achieve the desired result. It is clearly the function of the spiritual leader at all times to insist upon the moral responsibility of "wealth in the face of poverty or want; but there is no reason to suppose that he will be a better judge than the statesman of the wisdom of particular proposals by which the State may secure that this responsibility is discharged. Thus to Lazarus the Church may justly say that she offers him an inward peace and a certain hope which will enable him to triumph over the social conditions of his material life; but she must also say to Dives, "What are you doing to help your brother Lazarus? How are you using the riches and the powers which are entrusted to you only for a little while?" Too many clergymen, when they see the necessity for this admonition, rush into Socialistic excess and denouncing Dives with ferocious hatred proclaim an economic gospel which would be disastrous to Lazarus. They do not see that the virtue of the Christian attitude consists in its gentleness and compassion. Hatred is foreign to it. "Though I bestow all my goods to feed the poor, and though I give my body to be burned, and have not love, it profiteth me nothing."

A POPULAR MAN.

Edward Wood is greatly loved and trusted by the people among whom he lives, and from his close, personal, and affectionate knowledge of his countrymen he is convinced that the day has not gone past, in spite of all the propaganda of abjection and hate carried on so ceaselessly by Communists, when the people of England can be appealed to in the name of religion and virtue. His faith in their good sense is strong and deep. His admiration for their moral qualities is boundless. A finer people he holds, is

(Continued on next Column.)

OPTICAL GLASS.

SUPREMACY OF BRITISH PRODUCTS.

ADMIRALTY TESTS.

Mr. F. E. Smith, Director of Scientific Research, Admiralty, writing in *The Times*, says:—

I have followed with interest and attention the correspondent in *The Times* on the subject of the optical industry of this country, and it is my concern at the moment to endeavour to remove any misapprehension which may exist respecting the comparative qualities of British and foreign optical goods.

It is a commonly held belief that optical instruments and optical glass of British manufacture are inferior to the instruments and glass produced by certain well-advertised Continental firms and sold in large quantities in this country. I wish to state that this belief is erroneous, and that it is based on prejudice rather than upon a knowledge of the facts. Comparative tests made with rigid accuracy in the laboratory, and trials under stringent service conditions, prove that British optical instruments and glass are inferior to none.

The British Navy is the largest user of high-grade optical glass and instruments in the world, and there should be no difficulty in appreciating that it is of vital importance that the rangefinders, gun-sights, submarine periscopes, binoculars, etc., used in the Service should be the finest procurable. The Admiralty have exacting requirements, and it is always specified in Admiralty contracts for optical stores that the goods shall be of British manufacture throughout.

I hope that the majority of buyers of optical instruments, if only of binoculars, microscopes, or camera lenses, will need no further certificate than that which appears in the foregoing paragraphs, and that they will in future hesitate before buying foreign goods. The British optical industry, at the moment, leads the world in the quality of its products. This supremacy is the result of research, and research costs money, which must be set aside out of the profits of the industry. If we are to maintain our supremacy we must maintain the sales of British instruments, or we shall fall behind other countries which can devote more money to the improvement of the quality of their goods because of their large and profitable foreign markets. The British Scientific Instrument Research Association, with Sir Herbert Jackson as Director of Research, is assisting the efforts of British manufacturers to improve the quality of satisfaction and leads to confidence, not only that the existing high standard will be maintained but that further developments can be expected. That confidence in the enterprise and skill of British manufacturers is not misplaced has lately been emphasized by the successful production of the novel optical equipment used by Mr. J. E. Barnard in his work on the cancer virus.

not to be found anywhere under the sun; and, to mislead, such a people seems to him one of the greatest of sins.

"A BETTER WORLD."

"He longs for a better world, and he prays for it. The unhappiness of many poor people, the divisions and separations of our social and political sectarianism, distress him and pain him, but never deject him. He holds firmly to his faith that love and good sense can deliver man from all the delusions of materialism, and that a day will come when an England conscious of comradeship, and a British Empire conscious of unity, will lead the world into the way of peace."

His great affection for Robert Cecil, apart altogether from his own religious impulse, makes him a warm friend of the League of Nations; but he would not go the length in this matter which many of our idealists have already gone.

"Sometimes," he once said to me, "I wonder where one can look for a common centre for the world's loyalty. There was a time when every European nation acknowledged a common centre for its loyalties in the Church, and a world peace did not come even then; now, not only has that common centre ceased to exist for mankind, but there has been a powerful revival of nationalism and racialism, and looks as if we are on the eve of a new ferocity in commercial competition. It would be foolish, I think, to expect for some time any absolute security for a long peace from the League of Nations. Humanity, one supposes, has far to go before War can be abolished. But the influence of a powerful British Empire, in friendly relation with the United States of America, may at least keep War at bay until the democracies of the world are on higher spiritual ground."

PEACE—THE SECRET OF HIS HEART.

Peace is a word not very often on his lips, though it is the secret of his own heart. But in everything he says one perceives that he is trying to find for mankind a way out of complexity, antagonism, strife, hatred, and confusion, thinking, so that they may be able to enjoy in their souls those invisible and intangible things of the spirit which are the bread of real life.

"To know Edward," one of his friends said to me the other day, "you must see him among his own people at Canterbury, and get him out on the world talking of the things that really count." It must be difficult for such a man, I think, to breathe freely in Westminster, or in London.



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AUGUST 29TH.

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The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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ROMANCE OF TRANS-CONTINENTAL FLIGHT.

"I'll put a girdle round the earth in forty minutes."—A Midsummer Night's Dream.

War has always proved a forcing-house to man's inventive genius, and from the days of Callinicus, a scientifically-minded gentleman who saved the Christian world from a Mohammedan conquest in the eighth century A.D., by his invention of an inflammable liquid, Greek fire, each war has produced new scientific horrors and new engineering marvels. And always, the flames of war having for a time subsided, the sword has literally been turned into a ploughshare. That which was invented for man's destruction has ultimately proved, very materially, to be of benefit to him.

This is not an apology for war. It is, however, certain, that but for the events of 1914-18 the science of flying, now serving trade and commerce without comment or accident every day, would still have been a puny and undeveloped youngster.

Only twenty-one years ago the first engine-driven, man-carrying aeroplane made its first flight—a breath of twelve seconds—yet to-day Cabinet Ministers take a journey of 1,000 miles as a matter of routine, and world flights are becoming almost common.

Side by side with this amazing development of heavier-than-air machines, gas-filled airships have been born, have grown, and have proved their value. The Zeppelin has been transformed from a bomb-dropper and agent of frightfulness into an air liner, capable of crossing the Atlantic with a load of passengers more quickly than can the fastest liner. The day is not far distant when an airship will leave England with a hundred passengers or more, and will deposit them in India four or five days later. The risks will be small compared with those of the ocean journey at present, even on a modern liner fitted with wireless and the latest life-saving devices. Several Zeppelins were brought down in flames during the War, an achievement made possible by the inflammatory nature of the gas (hydrogen) used to fill the gas bags. The discovery of helium, another gas very much lighter than air, and the development of a purifying process which, before the Armistice, had reduced the price of helium from £400 to 4d. per cubic foot, has resulted in an airship upon which the risks of fire are negligible. The cabins of the passengers could be built actually within the envelope, a glowing cigarette end, even if it could be dropped into the gas itself, could do no harm. The discovery of the safe gas helium removed the only obstacle preventing the success and development of the lighter-than-air machine.

The heavier-than-air machine is admittedly the most useful at present, and beyond stating that two of the largest airships ever known are shortly to be built in England, we will confine our study to the machines of the heavier-than-air type. It will be interesting to note the progress which has been made during the past twenty-one years, to discuss the international airways upon which aeroplanes now journey regularly, or are shortly to journey, and finally to glance ahead, and to make a forecast of the developments which may take place within the next fifteen or twenty years.

The progress which has been made can best be judged by comparing the record made in 1903 by the Wright brothers with those obtaining in 1924. In 1903, on December 17th, Wilbur Wright flew for fifty-nine seconds. A non-stop flight of thirty-eight hours was made in 1924. The Wright machine reached a height of 15 feet only, whereas its 1924 descendant rose to 30,857 feet. The longest distance flown in 1903 on a non-stop flight was 352 feet—only one-sixth of a mile—as against a flight of 3,298 miles in 1924. The earlier speed record was thirty to thirty-five miles an hour, that of last year was 266 miles. And, to complete the comparison, last year an aeroplane was tested with an engine power of 3,000, a veritable giant compared with the 12 h.p. of the first small machine.

A series of spectacular flights has recently taken place—that of the American world fliers and of Lieutenant Pollard, Doisy to Japan from France, for example, but the mileage of these air routes is a more inspiring achievement. In Europe to-day there are 11,000 miles of regular aerial routes, and almost double that number if the whole world is considered. The selection of these air routes has been guided by both political and commercial considerations, which apply to England, France and other countries. Politically, one country desires to establish rapid communication with the capitals of other countries, and commercially each country desires to be linked up with these capitals to other great commercial centres, and to its colonies and dependencies. We desire an all-Red route from London to India, continuing to Australia, crossing the Pacific to Central America, and so home across the Atlantic. This route has already been tentatively planned, and a preliminary time-table gives the time as seventeen days. A second world route, though not an all-Red one, could be accomplished in ten days. An aeroplane company in England—Imperial Airways—is to receive a subsidy of £1,000,000, spread over a period of ten years, and is already through itself or other companies connected with Paris, Berlin, Brussels, Vienna, Constantinople, and even more distant places.

France, on the other hand, has established a regular service with Morocco and Algeria, and has thereby greatly strengthened her hold on her African possessions. A suitable route to her West African colonies is being traced across the Sahara, and it is ultimately intended to extend this route across to Pernambuco and Buenos Aires. The journey from Toulouse to Buenos Aires, which now takes twenty-one days, will then be accomplished in nine and a half. Further plans are being completed for (Continued on next column.)

MOSES IN SINAI.
SUGGESTED READING OF HEBREW TABLET.

At a private meeting of the Society of German Citizens of the Jewish Faith held in Berlin recently, Dr. Grimme, Professor of Semitic Philology at the University of Munich delivered an address, summaries of which have just been made public, on his work on the Sinai inscriptions.

He has been engaged for some time at an attempt to decipher the inscriptions photographed by Sir Flinders Petrie in 1904 on the basis of the 15th consonant, established by Professor Alan Gardiner in 1916, and now claims to have made a most interesting discovery. After he had succeeded in making out words in accordance with a system which gave them sense, he found that the inscriptions had the main characteristics of the Hebrew of the Bible. On several of the tablets he found the names Joseph and Manasseh. On one he deciphered the words, "I, Manasseh, Captain over the stone-workers and Chief of the Temple, thank Hattahput, daughter of Pharaoh, for having pulled me out of the Nile and had me to high honour."

Moses is mentioned in one place in the Bible as Manasseh, and the daring theory of Dr. Grimme is that, in view of the fact that Hattahput lived from 1500 to 1470 B.C., and that the Exodus is dated in the year 1440, the author of the inscription was Moses himself.

As Dr. Grimme's work is based entirely on photographs, it is proposed that an expedition to Sinai should be organized for further research. Although the name Manasseh appears several times in other inscriptions, the second word of the inscription in question is not clear. Professor Grimme is reported to have said that the British Government was prepared to help such an expedition, and an appeal is now made for support from the German Government.

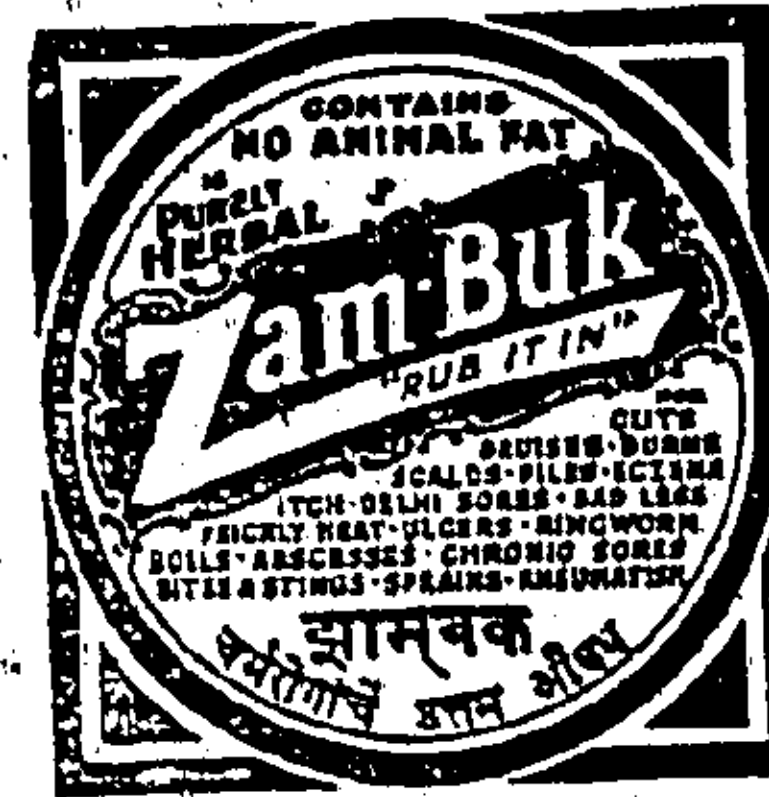
BROADCASTING FROM OCEAN BED.

Submarine broadcasting was successfully carried out to-day by a diver on the bottom of the North Sea off Heligoland, who broadcast his impressions to distant hearers. The transmission was plainly heard at Hamburg.

connecting France with her Asiatic possessions, and across Siberia to Vladivostok. This latter is a journey of 8,000 miles, and will be completed in two and three-quarter days.

So much for the present. But what of the future? Events are apt to prove the scientific prophecies timid, and there can be no doubt that the next twenty years will witness enormous strides in aerial development. The world will be mapped out in regular air routes just as ocean routes and railway maps are necessary to-day. Speeds will be increased two and three-fold. By the development of high altitude engines the present average of an air express (100 m.p.h.) will be increased to 300 or 350 miles per hour. The saloons, of course, will be enclosed and supplied with compressed air as required. Air ambulances, air mails, air policemen and travelling air hotels will all help to make life quick and more efficient.

One almost feels sorry for the Business Napoleon of the Future. He will leave England on Tuesday morning, attend board meetings in New York, Tahiti, Adelaide and Basra, during the next four days, and will finally be delivered on Friday night at his little week-end cottage in Sussex. Will he sigh for the sleepy old days of 1925 or not?—J. S. BAINBRIDGE in *Oceanic*.



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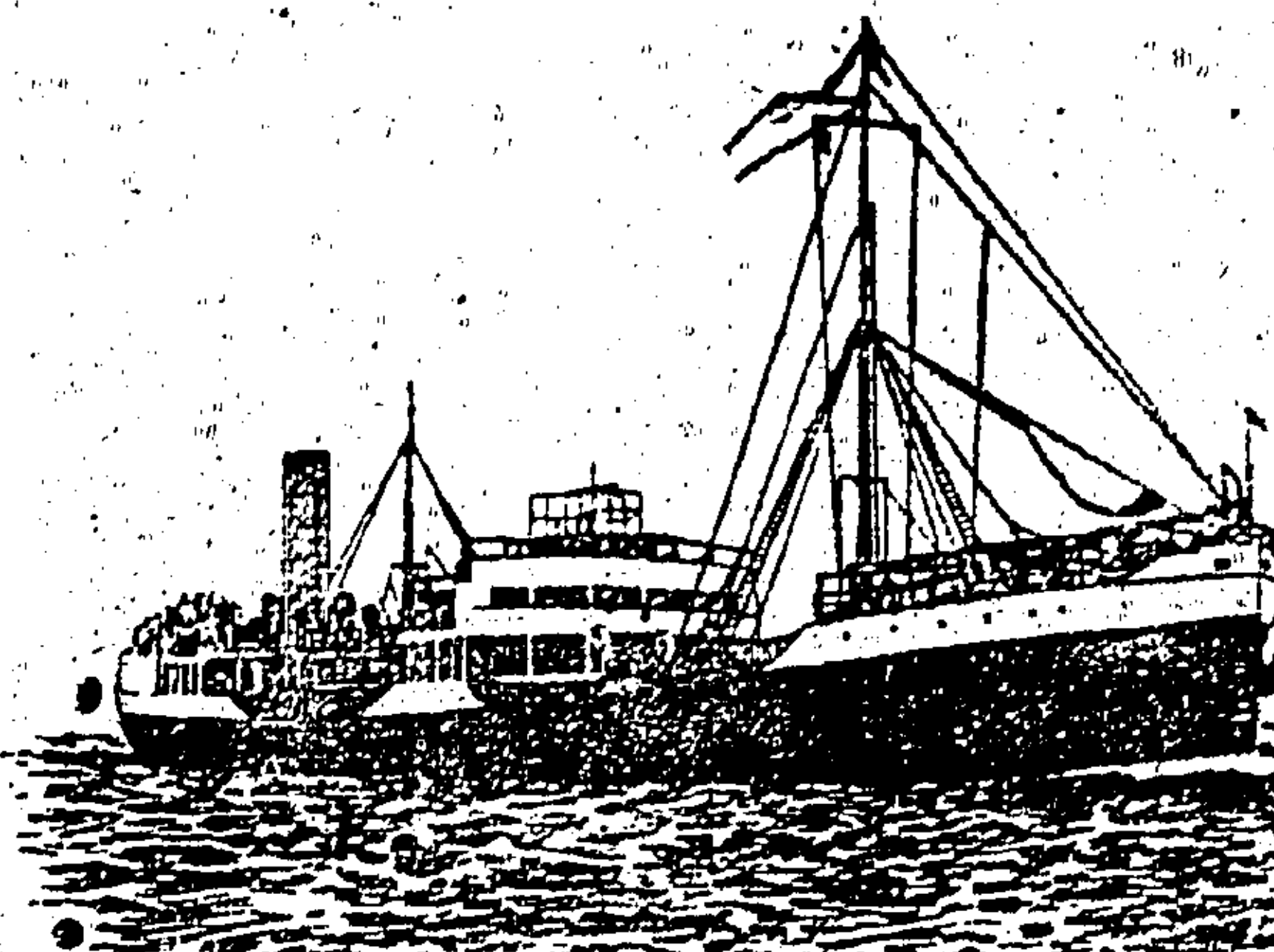
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SHIPPING NEWS

ARRIVALS.

November 28th.

Baidong Maru, Japanese str., 2,469 tons, Capt. K. Yasin, from Kobe and Karatsu, with a general cargo, lying at buoy No. A6—Nanyo Yusen Kaisha.

Derwent, Chinese str., 1,583 tons, Capt. Wm. Brewer, from Amoy, with 25 tons of general cargo, lying at buoy No. A5—Yuen On S.S. Co.

Lion, British str., 6,320 tons, Capt. R. Williams, from Liverpool, with 510 tons of general cargo for Hongkong, lying at Holt's Wharf—B. & S.

South, British str., 4,340 tons, Capt. A. B. D'Uraz, from Osaka and Amoy, with a general cargo, lying at buoy No. A3—Mackinnon, Mackenzie & Co.

November 27th.

Kaiyo Maru, Japanese str., 1,126 tons, Capt. Y. Okuro, from Keelung, with a general cargo, lying at Kowloon Wharf—O.S.K.

Kalgan, British str., 5,579 tons, Capt. R. Mahabue, R.N.R., from Shanghai, with 74 tons of general cargo, lying at buoy No. A1—Mackinnon, Mackenzie & Co.

Seichuen, British str., 1,504 tons, Capt. A. McCulloch, from Shanghai, with 310 tons of general cargo, lying at buoy No. B9—B. & S.

CLEARANCES.

November 27th.

Kalgan, for Singapore.

Kingchow, for Amoy.

Kingtung, for Hoikow.

Lion, for Shanghai.

President Pierce, for Manila.

Sauki Maru, for Singapore.

PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Kalgan*, on November 27th: Prof. H. Ebbertson, Mr. and Mrs. H. Rose, Mr. and Mrs. Adamson, Mr. and Mrs. Conant, Misses Rice (2), Mr. and Mrs. P. Hohta, Mr. Palmer Chapman, Mr. J. Urquhart, Mr. and Mrs. Young, Mr. M. Fok, Mrs. Woodley, Mrs. A. Fenton, Mr. and Mrs. Mulholland, Major L. Cassell, Mr. N. Suzuki, Mr. and Mrs. H. Hall, Mr. and Mrs. H. Sare, Dr. E. Osgood, Mr. and Mrs. R. MacLeod and three children, Mr. H. Birchall, Mr. and Mrs. P. Scott, Mr. and Mrs. J. Valentin, Mr. and Mrs. H. Silk, Miss Rathbone, Mr. E. Commissariat, Miss Commissariat, Mr. and Mrs. S. Wyatt Smith, Mr. and Mrs. Martin, Mr. T. Humphreys, Lt. O'Rourke, Mrs. Chavira, Miss E. Clark, Mr. W. Stanley, Mrs. McGilivray and five children, Mr. F. Holland, Mr. D. Campbell, Miss Campbell, Mr. R. Hall, Miss K. Broadley.

Per Dollar liner *President Pierce*, for Manila, on November 27th: Mr. Jas. Barr, Mr. and Mrs. G. Fitch, Mrs. L. C. de Velez, and two daughters, Mr. and Mrs. A. T. Perez, Mr. and Mrs. John Wagner, Mrs. Arthur G. Spiller and two children, Judge G. R. Harvel, Mr. L. Z. Burgess, Mr. and Mrs. A. A. Jensen, Mr. J. T. Hardeman, Rev. A. Wauker, Mr. Ting Sun Pa, Mr. Tinf Hok Kong, Mr. D. McLaren, Mr. and Mrs. Pedro Israel, Mr. R. Nasif Bou R. Jelle, Mr. T. C. Harda, Mr. B. Roselli, Mr. Geo. S. Andrews, Miss H. H. Alenian, Mr. G. E. O. Bell, Jr., Mrs. H. C. Cowan, Mr. H. Cruz, Mrs. J. B. Dunlap, Mr. T. Fujita, Mrs. E. M. Fox, Mrs. D. C. Godwin, Miss D. M. Godwin, Mr. and Mrs. J. B. Harlow, Mrs. H. Hutchings, Mr. and Mrs. G. H. Kemper, Mr. A. J. Keller, Mr. E. G. Rawson Lloyd, Mrs. R. F. McConnell, Mrs. M. C. McIndoo, Miss T. Murphy, Mr. H. C. Merritt, Jr., Miss A. Merritt, Mr. D. McKinlay, Mr. J. F. McLennan, Col. and Mrs. J. B. Nichols, Lt. Col. and Mrs. Robert H. Pierson, Mrs. Chas. T. Quest, Mr. H. E. Root, Mr. and Mrs. T. J. Tully, Mr. C. L. Tongko, Rev. P. Trinidad, Mr. Wong Kin.

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER, 1923.

(Standard of the 120th Meridian, East of Greenwich.)

Date	Sunrise	Sunset
December 1st	6.47 a.m.	5.38 p.m.
2nd	6.47	5.39
3rd	6.48	5.39
4th	6.48	5.39
5th	6.49	5.39
6th	6.50	5.39
7th	6.50	5.39
8th	6.51	5.39
9th	6.52	5.39
10th	6.52	5.40
11th	6.53	5.40
12th	6.53	5.40
13th	6.54	5.40
14th	6.54	5.41
15th	6.55	5.41
16th	6.56	5.41
17th	6.56	5.42
18th	6.57	5.42
19th	6.57	5.43
20th	6.58	5.43
21st	6.58	5.44
22nd	6.59	5.44
23rd	6.59	5.45
24th	7.00	5.45
25th	7.00	5.46
26th	7.01	5.46
27th	7.01	5.47
28th	7.02	5.48
29th	7.02	5.48
30th	7.02	5.49
31st	7.03	5.49

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 63, of which 21 were British.

For the twenty-four hours ended at 9 a.m. yesterday there were ten arrivals, of which six were British, one French, one Spanish, one Japanese and one Chinese. The departures for the same period numbered twelve and there were two vessels with clearance papers in yesterday.

The total amount of cargo entered for Hongkong for the above period was 3,310 tons, as against 3,113 tons for the previous twenty-four hours. Through cargo entered was 1,476 tons and the total of the combined cargoes was 18,186 tons. Deck passengers carried totalled 2,453, of which 1,953 were brought by the s.s. *Saibha* from Osaka and Amoy, and 500 by the s.s. *Hai Ching* from Foochow and Amoy.

The arrivals for the period referred to were the s.s. *South* (Br.) from Osaka and Amoy with 1,071 tons of cotton goods and matches and mail; the s.s. *Kalgan* (Br.) from Yokohama and Shanghai with 74 tons of general cargo and mail; the s.s. *Seichuen* (Br.) from Shanghai with 540 tons of general cargo and mail; the s.s. *Lion* (Br.) from Liverpool and Singapore with 900 tons of general cargo and mail; the s.s. *Hydrangea* (Br.) from Kwang Chow Wan with 165 tons of general cargo; the s.s. *Hai Ching* (Br.) from Foochow and Amoy with 600 tons of general cargo and mail; the s.s. *Angers* (French) from Yokohama and Shanghai with 30 tons of general cargo and mail; the s.s. *Legaspi* (Spanish) from Bilbao and Manila with 22 tons of general cargo and mail; the s.s. *Baidong Maru* (Japanese) from Kobe and Karatsu with 33 tons of general cargo and mail and the s.s. *Derwent* (Chinese) from Amoy with 25 tons of general cargo and mail.

HIGH POWERED LIGHT AT LOWER GASPAR.

The following notice to mariners has been issued by the local authorities under date of November 25th:—

"A notice has now been received from the Deputy Conservator, Calcutta, stating that a high powered light having been established on the Lower Gaspar Station, Sandheads, Bay of Bengal, blue light fares will no longer be exhibited from the light vessel."

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 27th.

	Previous Day	On Date	On Day
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.04	30.15	30.09
Temperature	77	67	73
Humidity	57	64	47
Wind Direction	E	NNE	N
Force	2	2	2
Weather	C	O	O
Rain	0.77	0.0	0.00

Highest open-air Temperature on 26th 75
Lowest open-air Temperature on 27th 67

HONGKONG TIDE TABLE.

From Nov 28th to Dec. 4th, 1923.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong Standard Time	Height	Days of Week	Days of Month	H'kong Standard Time	Height
Satur.	28	h. m.	ft. in.	Satur.	28	h. m.	ft. in.
		8 11	5 6			2 2	2 5
Sun.	29	8 7	7 1			1 41	2 9
		9 2	5 4			2 45	2 0
Mon.	30	8 36	7 4			2 12	1 6
		9 6	5 3			3 27	1 3
Tues.	1	9 4	7 6			2 42	3 3
		10 41	4 9			4 9	1 4
Wed.	2	9 31	7 7			3 11	3 4
		11 32	4 7			4 52	1 3
Thur.	3	9 57	7 7			3 39	3 3
		10 29	4 6			5 56	1 2
Fri.	4	10 24	4 4			4 4	1 5
		1 45	4 4			6 23	1 5
		10 52	7 3			4 32	4 1

CHURCH SERVICES.

UNION CHURCH, Kennedy Road.—Sunday Services, November 29th.—Morning, 11 a.m.—Parade Service of Scottish Company, H.K.V.D.
Psalms: Old Hundredth; St. George's Edinburgh; Phosphorus 66.
Hymns: 93 and 389.
Evening, at 6 p.m.—
Hymns: 31, 227, 607, 453 and 333.
Preacher: Rev. J. Kirk Macdonald.
P.S.A. at 4 p.m. in Lecture Hall.

Wednesday, 2nd Dec., at 6.15 p.m.—Soldiers' and Sailors' Christian Association.
Friday, 4th Dec., at 8.30 p.m.—Christian Endeavour Meeting.

First Church of Christ, Roman Road, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m.—Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.

The arrangements at St. John's Cathedral, to-morrow, the first Sunday in Advent are as follows:
Holy Communion at 8 o'clock.
Children Toy Service at 10 o'clock.
Matins at 11 o'clock when the Chaplain will preach on
"DESCENDING AND OVERVIEWING."
The Treasurer at Evening, 6 p.m., is the Rev. E. A. Bigden, R.N., whose subject is "TRADITION."

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STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
Leave	Leave	Leave	Leave	Leave	Arrive.
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 14	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 29	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 12	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 26	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 12	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 26	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 9	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 23	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 7	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 21	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 4	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 18	June 30
EMPRESS OF ASIA	June 25	June 28	July 1	July 2	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Hongkong	Hongkong
Dec. 3	Dec. 5	EMPRESS ASIA	Dec. 6
Dec. 18	Dec. 20	EMPRESS CANADA	Dec. 21
Jan. 1	Jan. 3	EMPRESS RUSSIA	Jan. 4

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KITANO MARU Saturday, 5th Dec. at 11 a.m.

HABUYA MARU Saturday, 19th Dec. at 11 a.m.

KAMO MARU Saturday, 2nd Jan.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU Tuesday, 12th Jan.

LIVERPOOL via ADEN & MARSEILLES.

MATSUYE MARU Saturday, 2nd Jan.

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU Wednesday, 23rd Dec. at 11 a.m.

AKI MARU Wednesday, 20th Jan.

NEW YORK and/or BOSTON via PANAMA.

RANGOON MARU Saturday, 5th Dec.

MALACCA MARU Saturday, 26th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU Monday, 28th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU Sunday, 29th Nov.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Thursday, 17th Dec.

SHANGHAI, KOBE & YOKOHAMA.

MATSUMOTO MARU Monday, 30th Nov.

MUROGAN MARU Tuesday, 1st Dec.

KATORI MARU Wednesday, 16th Dec.

ATSUTA MARU Tuesday, 16th Dec.

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TSINGTAO via SHANGHAI	"TUNGSHING"	Wednesday,	2nd Dec., at 7 a.m.
STRAITS & CALCUTTA	"KITSANG"	Wednesday,	2nd Dec., at 3 p.m.
TIENTSIN via WEIHAIWEI	"CHIPSING"	Sunday,	5th Dec., at 7 a.m.
YOKOHAMA via AMOY	"KUMSANG"	Sunday,	5th Dec., at 7 a.m.
SHANGHAI & KOBE	"YUENSANG"	Wednesday,	16th Dec., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Thursday,	24th Dec., at 3 p.m.

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"Pembrokeeshire"	24th Jan.
"GLENISHL"	21st "
"GLENOCLE"	4th Feb.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges
"OARMBARTHENSHIRE"	2nd Dec.	London, Rotterdam & Hamburg via Oms.
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 For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
 MAIL AND PASSENGER STEAMERS
 TAKING CARGO FOR

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	18th Nov. Noon	Marseilles, Cass. Blauca, London, Hull & Antwerp
"KASHMIR"	8,845	10th Dec.	S'pore, Penang, Colombo & B'bay.
"MOBIA"	10,811	18th Dec. Noon	Marseilles & London
"KASHGAR"	9,006	26th Dec.	Mars., London & Antwerp.
1926			
"MACEDONIA"	11,089	8th Jan.	Marseilles & London
"KHYBER"	9,114	23rd Jan.	Marseilles, London, & A'warp.
"DELTA"	9,987	4th Feb.	S'pore, Penang, Colombo, & B'bay.
"MALWA"	10,841	6th Feb.	Marseilles & London
"KARMALA"	9,849	20th Feb.	W., Lido, & A'warp
"MANTUA"	10,841	6th Mar.	Marseilles & London
"KASHMIR"	8,845	13th Mar.	Mars., Lido, A'warp, & Hamburg
"KHYBER"	9,114	2nd Apr.	Marseilles, London, & Antwerp.
"MOBIA"	10,811	17th Apr.	Marseilles & London
"DEVANHA"	9,155	21st Apr.	Marseilles, London & Antwerp.
"KALYAN"	9,144	1st May	Marseilles & London
"MACEDONIA"	11,089	15th May	Mars. Lido, London & Antwerp.
"KASHGAR"	9,006	29th May	Mars. Lido, London & Antwerp.

* Taking cargo for BOMBAY with direct transshipment at Colombo.
 Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirana, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHA"	8,500	25th Nov. 4 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,000	8th Dec.	do.
"TALAMBA"	9,015	17th Dec.	do.
"TALMA"	10,000	25th Dec.	do.
"TAKADA"	6,949	11th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANUA"	8,558	2nd Dec. 4 p.m.	Manila, Sandakan, Tharua.
"ARAFURA"	8,000	8th Jan.	do.
"ST. ALBANS"	4,500	3rd Feb.	do.
"TANUA"	8,558	2nd Mar.	do.
"ARAFURA"	8,000	7th Apr.	do.
"ST. ALBANS"	4,500	5th May	do.

* Calls at Iloilo and Kolambangan.
 The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolumbo, etc.

Island, Darwin, or other ports en route as indicated on the following—
 Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	9,006	28th Nov. 4 p.m.	Shanghai Moji & Kobe
"SOUDAN"	6,486	1st Dec. D/L.	Shanghai & Kobe
"TALMA"	10,000	8th Dec.	Kobe
"MACEDONIA"	11,089	1st Jan.	Shanghai, Moji & Kobe
"ARAFURA"	8,000	11th Jan.	Shanghai, Moji & Kobe
"TAKADA"	6,949	24th Dec.	Moji, Kobe & Yokohama
"KHYBER"	9,114	26th Dec.	Shanghai Moji & Kobe
1926			
"SICILIA"	6,812	1st Jan.	Shanghai, Moji & Kobe
"MALWA"	10,841	8th Jan.	Shanghai Moji & Kobe
"DELTA"	9,987	9th Jan.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	9th Jan.	Shanghai, Moji & Kobe
"KARMALA"	9,849	23rd Jan.	Shanghai, Moji & Kobe
"KASHMIR"	8,845	5th Feb.	Shanghai, Moji & Kobe
"KHYBER"	9,114	6th Feb.	Shanghai, Moji & Kobe
"MOBIA"	10,811	20th Feb.	Moji, Kobe & Yokohama
"KASHMIR"	8,845	6th Feb.	Moji, Kobe & Yokohama
"KHYBER"	9,114	20th Feb.	Shanghai, Moji & Kobe
"MALWA"	10,841	6th Mar.	do.
"ARAFURA"	8,000	13th Mar.	Moji, Kobe & Yokohama
"KALYAN"	9,144	15th Mar.	Shanghai, Moji & Kobe
"DEVANHA"	9,155	20th Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"ST. ALBANS"	4,500	10th Apr.	Moji, Kobe & Yokohama
"KASHGAR"	9,006	18th Apr.	Shanghai, Moji & Kobe
"KHYBER"	9,114	30th Apr.	Shanghai, Moji & Kobe
"MALWA"	10,841	14th May	Shanghai
"MANTUA"	10,841	28th May	Shanghai, Moji & Kobe
"KARMALA"	9,849	11th June	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must delay their baggage at Singapore while awaiting the on carrying steamer.
 All cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Consanght Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.,

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)
 Capt. A. H. Stewart ... Tuesday, 1st Dec., at 1 p.m.
 * (Calling at Amoy for Passengers only.)

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip. Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING" or "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

General Managers.

CHINA NAVIGATION CO., LIMITED.

HONGKONG & SINGAPORE	"KWANGTUNG"	On 28th Nov.	Noon
SAIGON & JAVA	"TAIKOO WANG"	On 28th Nov.	Noon
SHANGHAI & TSINGTAO	"SOOCHOW"	On 28th Nov.	4 p.m.
HAIPHONG	"NINGPO"	On 28th Nov.	10 a.m.
BANGKOK	"KINGYUAN"	On 28th Nov.	5 p.m.
WEIHAIWEL, CHEFOO & TIENTSIN	"KUEICHOW"	On 30th Nov.	4 p.m.
HAIPHONG & BANGKOK	"KALGAN"	On 1st Dec.	Noon
AMOY & SHANGHAI	"SECHUEN"	On 1st Dec.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TAKING"	On 3rd Dec.	10 a.m.
SHANGHAI	"SUNNING"	On 3rd Dec.	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD. "CHANGTE"

This Vessel will sail hence on Friday, December 4th at Noon.

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND AND TASMANIA PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
 (Sailings Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

(18)

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "CORBY CASTLE" ... Sails 20th Jan.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "TRIESTE" (cargo only)	...	Sails 7th Dec.
M.S. "VIMINALE"	...	Sails 8th Dec.
M.S. "ESQUILINO"	...	Sails 8th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.S. "VIMINALE"	...	Sails 4th Jan.
M.S. "ESQUILINO"	...	Sails 4th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	(Sails from Calcutta 30th Dec.
	...	Colombo: 10th Jan.
S.S. "UMVOLOSI"	...	(Sails from Calcutta 31st Jan.
	...	Colombo: 10th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1038.

Agents.

(17)

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkg. and Sailing for S'at. and Japan	Probable Sailings from Hongkong for Marseilles
ANDRE LEBON	A ... 1925	...	8th Dec., 1925
PAUL LECAT	A ...	...	22nd Dec.
AMBOISE	B ... 6th Nov.	...	8th Jan., 1926
AMAZONE	B ... 20th Nov.	...	18th Jan.
FONTAINE BLEAU	B & A ... 4th Dec.	...	3rd Feb.
D'ARTAGNAN	A ... 18th Dec.	...	16th Feb.
ANGKOR	B ... 1st Jan.	...	2nd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A' Class 1st Class ... 2 95. 0d. od. B Class 1st Class ... 2 80. 0d. od.
 STEAMERS 2nd ... 2 68. 0d. od. STEAMERS 2nd ... 2 60. 0d. od.

Through Tickets to London and Trading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.
 LIGNE COMMERCIALE (Cargo Boats).

S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAYRE is due to arrive on the 21st December.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 710. 2, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

